HONGKONG, MONDAY, APRIL 19, 1886.

日六十月三年戌丙

Shipping.

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Comhill. GORDON & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMURI DEACON & Co., 150 & 154,

Leadenhall Street. PARIS AND EUROPE :- AMEDEI PRINCE & Og. 36, Rue Lafayette, Paris. NEW YORK :-- ANDREW WIND, 21, Park

AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Melbourne and Sudney.

SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen & Co., Manila.

CEYLON :-- W. M. SMITH & Co., THE APOTHEGARIES Co., Colombo. CHINA: - Macao, F. A. DE CRUZ. Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY

#### Banks.

#### DULES OF THE HONGKONG SAVINGS' BANK.

NOTICE.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their promises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest.

4. -Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances. 5. - Each Depositor will be supplied gratis with a Pass-Book which must be pregented with each payment or with-

drawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6. - Correspondence as to the business of

the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7.—Withdrawals may be made on demand,

but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book For the

HONGKONG & SHANGHAI BANKING CORPORATION. T. JACKSON. Chief Manager.

CORPORATION, LIMITED.

THE NEW ORIENTAL BANK

Hongkong, May 7, 1885.

AUTHORISED CAPITAL.....£2,000,000

REGISTERED OFFICE,

40. THREADNEEDLE STREET, LONDON. BRANCHES

In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit. buys and sells Bills of Exchange issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balances of such Claims, purchased 1 .- By an immediate Payment in Cash of not less than 90 % for the whole | 558

2.-At 100 %, Payment being made in Fully paid Scrip of the Corporation's 31 per cent. Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock Warrants of \$100 with Half-Yearly Interest Coupons attached, on the Scrip being made up to any even multiple of \$100.

Holders of this Stock incur no liability

H. A. HERBERT, Hongkong Branch.

Hongkong, February 15, 1886. HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FOR EQUALIZATION \$ 500,000 OF DIVIDENDS,.... RESERVE LIABILITY OF PRO-\$7,500,000 PRIETORS, .....

COURT OF DIRECTORS. Chairman-A. McIver, Esq. Deputy Chairman-M. Geore, Esq. TON, Esq.

H. L. DALBYMPLE, HOP. W. KESWICK. A. P. McEwen, Esq. H. Hoppius, Esq. Hon. F. D. Sassoon. CHIEF MANAGER.

Hongkong, ..... THOMAS JAOKSON, Esq. MANAGER. Shanghai,......Ewen Cameron, Esq. LONDON BANKERS .- London and County Bank.

HONGKONG. INTEREST ALLOWED.

N Corrent Deposit Account at the rate of 2 per cent, per annum on the daily balance.

For Fixed Deposits :-For 3 months, 3 per cent. per annum. per cent. n n n 12 n 5 per cent. n er

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities. and every description of Banking and Exchange business transacted. Drafts granted of London, and shief Commercial places in Europe, India,

Australia America, China and Japan. T. JACKSON. Chief Manager,

Hongkong, February 27, 1886.

Notice of Firm.

NOTICE

T HAVE This Day RE-ESTABLISHED myself in Business at this Port, under the Name of GEO. R. STEVENS & Co. GEO. R. STEVENS, Pedder's Street.

Hongkong, March 24, 1886,

#### Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COM-PANY, LIMITED.

NOTICE is hereby given that an EX-TRAORDINARY MEETING of SHAREHOLDERS will be held at the REtow, Quelon & Co. Amoy, Wilson, GISTERED OFFICE of the above Company, No. NECHOLLS & Co. Foothow, Hedge & 7, Queen's Road Central, Victoria, Hong-Co. Shanghai, LANE, CRAWFORD & kong, on TUESDAY, the 20th day of April, 1886, at Three o'Clock in the Afternoon, for the purpose of Confirming the Special Resolutions proposed and passed at the last Meeting of the Shareholders held on the 3rd day of April, 1886.

> NOTICE is hereby given that, the aforesaid Resolutions being duly Confirmed, an EXTRAORDINARY MEETING of SHAREHOLDERS will be held at the REGISTERED OFFICE of the Company, No. 7, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 20th day of April, 1886, at a Quarter-pastthree o'Clock in the Afternoon, for the purpose of Passing a Special Resolution to empower the Board of Directors to sub-divide the present Shares of \$100 each of the Company into Shares of \$20 each.

By Order of the Board of Directors, T. ARNOLD,

Hongkong, April 3, 1886.

THE LEE YUEN SUGAR REFINING COMPANY, LIMITED, IN LIQUIDATION.

THE LIQUIDATORS are prepared to CHASE of the LAND, BUILDINGS, MACHINERY, and FIXTURES of THE LEE YUEN SUGAR REFINING COMPANY.

All Tenders should be enclosed in an Envelope endorsed 'TENDER FOR PUB-CHASE OF LEE YUEN,' and addressed to the Liquidators of the LEE YUEN SUGAR REFIN-ING COMPANY, and must be placed in the hands of C. Ewens, Solicitor to the Liquidstors, with a Deposit of \$20,000, before 3 o'clock, on WEDNESDAY, the 21st day of April, 1886.

The Tenders will not be opened until after 3 o'clock on the 21st day of April. The Liquidators will accept the highest Tender provided it exceeds the sum of \$190,000 and provided also it is on a form which can be obtained at the Office of C. Ewens, at 45, Queen's Read, Hongkong, and it is in accordance with the conditions contained in such form.

The Purchaser must also purchase the COAL, ANIMAL CHARCOAL, and OFFICE FUR-NITURE, and SPARE MACHINERY, and STORES in the Godown (which are not included in the Tender) at Invoice Prices. The Purchaser must also take over from

date of Sale, the liability of the Company under the Contract with the English Sugar Boiler of the Company who has been engaged for a term expiring in February, 1887. The Refinery is most favourably situated occupying almost 100,000 square feet of ground by the side of Bowrington Canal and close to the Harbour.

The whole of the Buildings and Machinery are in excellent order, a large portion of the Plant and Machinery having never been used.

The Refinery is capable of refining 1,200 picule of Raw Sugar per day. Dated this Eighteenth day of March, 1886.

ANDREW JOHNSTON. LAU WAI CHUN 劉渭川. LI KING TING 李敬喜. Liquidators.

HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL General MEETING of the MEMBERS will be held on TUES DAY, the 27th Instant, at 4 p.m., at the CITY HALL, to Nominate a Member of the Chamber to take the place of the Hon. T JA KSON, in the Legislative Council, during his Absence from the Colony.

By Order. H. U. JEFFRIES, Acting Secretary.

Hongkong, April 17, 1886. TIMPLOYMENT WANTED by an Eng-

LISHMAN of long Experience in the Colony. Competent ACCOUNTANT and COR-of this Paper.

Hongkong, March 22, 1886. KAISERLICH DEUTSCHES CON-SULAT, CANTON.

eroeffnet.

## BEKANNTMACHUNG.

TIEBER das Vermoegen der offenen Handelsgesellschaft Schaar & Co. zu 5 hs: and upwards, at the Rate of ONE Swatow wird houte den 15. April 1886 Vormittags 10 Uhr-das Konkursverfahren to large consumers. Der Kaiserliche Viceconsulatsverweser Freiherr von Serkendorff zu Swatow wird

zum Konkurs verwalter ernannt. Konkursforderungen sind bis zum 15 Mai 1886 bei dem Gerichte anzumelden. Zur Beschlussfassung neber die Wahl eines andern Verwalters sowie ueber die Bestellung eines Gläubigerausschusses wird auf DEN 29. APRIL 1886 VORMITTAGS 10 UHR. und zur Pruefung der angemeldeten Forderungen auf den 29. Mai 1886 Vormit-

tage 10 Uhr. vor dem unterzeichneten Gericht Fermin anbersumt Allen Personen, welche eine zur Kon-

kuramassa gehaerige Sache in Besits habon oder zur Konkursmasse etwasschuldig sind, ist anfgegeben nichts an den Gemeinschuldner zu verabfolgen oder zu leisten, auch die Verpflichtung auferlegt von dem Besitze der Sache und von den Forderangen, fuer welche sie aus der Sache abgesonderte Befriedigung in Auspruch nehmen, dem Konkuisverwalter bis rum TROM let March the Price for First 29. April 1886 Anxeige zu machen

Kaiserliches Konsulargericht zu Canton. O. F. YON MOELLENDORFF. Stellvertr. Konsul.

# Business Notices. MMER GOODS.

YENTLEMEN'S UNDER-SHIRTS and DRAWERS. Fancy Thread and Cotton HALF-HOSE. New Lawn Tennis JERSEYS.

Fancy Silk Tennis SHIRTS. The Newest Cambric SCARF and TIES. Washing Silk Summer SCARFS.

Men's Bathing DRAWERS and DRESSES. Ladies' Bathing COSTUMES-and Bath WRAPS. Turkish Bath BLANKETS and TOWELS. Single and Double 'Terai' HATS. Felt HATS in new shapes.

> · New PUGGARIES. LANE, CRAWFORD & Co.

Pith Sun HATS and HELMETS.

Hongkong, April 6, 1886.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

HAVE RECEIVED THEIR

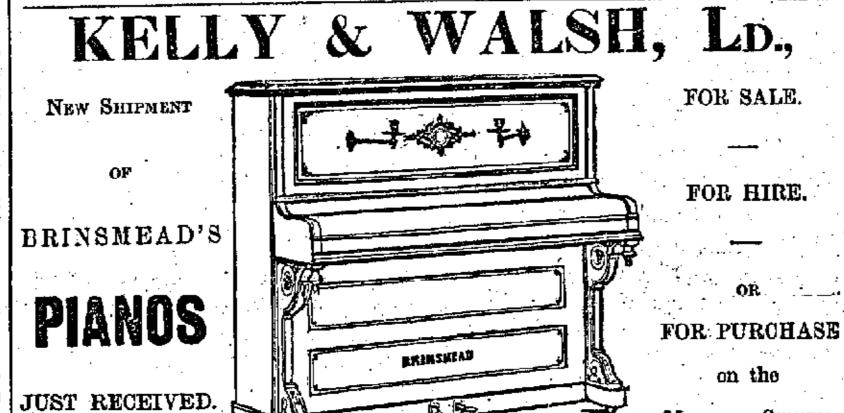
FIRST SHIPMENT

## GOODS. SPRING

-which they will be prepared to SHOW on and after-

Monday, April 5th.

# Hongkong, April 3, 1886.



KELLY & WALSH, LIMITED, HONOKONG.

TIEW DRESS MATERIALS. White DRESS MATERIALS. Best Brocaded Sateens. CANVAS and MATTING CLOTHS.

Embroidered Tennis Jerseys, every Plain and Fancy Perstan Lawns. New Makes in Ludies' Corsets. ROSENKRANZ PIANOS.

New Shapes in STRAW HATS. Boys' and Girls' STRAW HATS. FLOWERS, FRATHERS, WINGS, BIEDS. Children's Boors and Shoes. Children's India Gauze VESTS. TABLE LINENS and NAPKINS. MATTINGS and FLOOR OIL CLOTHS. SEWING MACHINES.

W. POWELL & Co.

FOR SALE.

FOR HIRE.

VICTORIA EXCHANGE, Hongkong, April 10, 1886.

#### Victoria Elotel. Praya and Queen's Road Central, Hongkong.

ITHIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horers in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMORING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1885.

## Intimations.

THE KORSCHELT ICE DEPOT.

TITE Have This Day been appointed AGENTS for the KORSCHELT ICE DEPOT and are Now READY to SUPPLY ICE from our Depôt, Peddar's Street (near the Hongkong Hotzl), in quantities from CENT per ib., offering special arrangements The Blocks of Ice weighing up to 700lbs. each are specially adapted for shipping

F. BLACKHEAD & Co., Hongkong, April 1, 1886. HONGKONG ICE COMPANY, LIMITED.

ON and after SUNDAY, 4th Instant, the Price of ICE will be ONE CENT PAR POUND. JARDINE, MATHESON & Co.,

NOTICE.

General Managers. Hongkong, April 2, 1886. HONGKONG STEAM BAKERY.

OVALITY HOUSEHOLD BREAD. will be Five Cents per Pound. DORABJEE NOWROJEE.

NOTICE.

# Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS,

First Interim BONUS of TWENTY PER | be obtained. CENT. upon Contributions for the year 1885 has This Day been declared. WARRANTS may be had on application at the Office of the Society on and after the S0th Instant.

By Order of the Board, N. J. EDE, Hongkong, April 16, 1886.

CHAS. J. GAUPP & Co., Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED

BINOCULARS AND TELESCOPES

RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. | be obtained. Christofle & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS 9- AND --DIAMOND JEWELLERY, Belendid Collection of the Latest LONDON PATTERNE, at very moderate prices, 742

# Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (On Account of whom it may Concern), At the Godowns of Messrs. TAM WHEONG Sinc & Co., Swatow, on

WEDNESDAY.

the 21st Instant, at (2) Two o'Clock p.m. About 5,000 Cases FISH OIL. 900 Tubs CAMPHOR. 1,500 Cases CAMPHOR OIL. " PEPPERMINT OIL.

" ANTIMONY. " JAPANESE CURIOS. All more or less damaged by Sea Water. TERMS of SALE.—Cash, weighed at 7.2.7. on the fall of the hammer, and all Lots with all faults and errors of description whatsoever, to be at Purchaser's risk and expenses, as soon as knocked down.

QUELOH & Co., Auctioneers. Swatow, 10th April, 1886.

# For Sale.

FOR SALE. TULES MUMM & CHAMPAGNE,

Quarts ......\$20 per Case of 1 doz. Pints .....\$21 " " 2 " Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Bartor's Colebrated 'Barley Bree' WHISKY,-\$7% per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

FOR SALE 500 BARRELS CEMENT, from TUNNEL PORTLAND CEMENT WORKS, West

In Lots to suit Purchasers. Apply to

#### 1, Stanley Street. Hongkong, April 2, 1886.

G. RAYNAL,

To Let. TO LET.

TOOMS in 'COLLEGE CHAMBERS.' Nos. 4 and 8, Seymour Terrace. Apply to DAVID SASSOON, SONS & Co.

Hongkong, March 27, 1886. TO LET.

THE HOUSE in CASTLE ROAD No. 1.

session on the first of the month. Hongkong, February 6, 1886. RICHMOND TERRACE.

TO BE LET. HOUSE, cool in Summer, with Four Good Rooms, Dressing Room, Three Bath Rooms, and convenient Out Offices. in thorough order.

Apply to J. D. HUMPHREYS. 22, Queen's Road Central. Hongkong, April 1, 1886.

TO BE LET-FURNISHED. Very Comfortable HOUSE, with Six A ROOMS, Dressing Room, Library Three Bath Rooms, convenient Out Offices, Tennis Courts, and Garden. For Nine months from May next.

Apply to J. D. HUMPHREYS, 22, Queen's Road Central. Hongkong, April 1, 1886.

TO LET.

FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached. \_Apply\_to ..... DENNYS & MOSSOP.

## Hongkong, January 28, 1886. Notices to Consignees.

FROM LONDON, PENANG AND

SINGAPORE. THE Steamship Glenavon having arrived from the above Ports, Consigners of Cargo by her are hereby informed that

their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves of Beats delivery may Optional Cargo will be forwarded unless notice to the contrary be given before the Undersigned, before Noon on the 24th 4 p.m. To-DAY, the 16th Instant. Cargo remaining undelivered after the

23rd Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, April 16, 1886.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. Talsang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Mesere. JARDINE, MATHESON & Co. West Point Godowns, whence delivery may

Cargo remaining undelivered after the 21st Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countereigned by JARDINE, MATRESON & Co.,

General Managere. Hongkong, April 14, 1886.

# Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Company's S.S. Celebes having arrived from the above Ports, Consignees of Cargo by her are horeby informed that their Goods are being landed at their risk into JARDINE, MATHESON & Co.'s Wost Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the

24th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkong, April 17, 1886.

STEAMSHIP NATAL. COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux, ex Steamships Yorouba, Opal, Président Leroy, Lallier and Eyriand des Vergues, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and

Valuables-are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. To-DAY (Saturday), requesting

it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATUR DAY, the 24th Instant, at Noon, will be subject to rent, and landing charges at 1 cont per package per diem."

All Claims must be sent in to me on or

before Monday, the 26th Instant, or they will not be recognised. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, April 17, 1886. BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND SINGA THE Steamship Benvenue, Capt. Thom-L son, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take imme-

diate delivery of their Cargo from along-

side. Consignees of Nailroad Iron are par-

Steamer in their own boats, failing which the Captain will not be responsible for any Apply to the Spanish Procuration, No. mixing of different lots that may arise from 14. Caine Road. Terms moderate. Pos- discharging into other lighters. Cargo impeding the discharge of the Vessel will be landed and stored into

Godowns of the Undersigned at Consignees'

risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before 2 p.m. To-DAY, the 15th Instant, No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd Instant will be subject to rent. All Claims must reach us before 4 p.m. of the 25th Instant, or they

will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, April 15, 1886.

THE Steamship Parthia will arrive here on or about the 19th Instant from the above Ports. Consignees of Cargo are hereby reducated to send in their Bills of Ladine to the Undersigned for countersignature. and to take immediate delivery of their Goods from alongside on her arrival.

FROM PENANG AND SINGAPORE.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. AH YON & Co.

Hongkeng, April 13, 1886. THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-

PANY, LIMITED.

NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE

THE Company's S.S. Kaisow, having arrived from the above Ports, Con signess of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Messra. JARDINE, MATHESON & Co., West Point: whence lelivery can be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of

Instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21th Instant will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-MORROW.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Hongkong, April 16, 1886.

NOTIOE. TIOR the Convenience of Customers, the

Productions of the CHINA SUGAR REFIXING COMPANY, LIMITED, oan henceforward be obtained by RETAIL FOR CASH, at No. 3, PERL STREET, at the same prices as at the REFINERY, or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly. Requirements in writing direct to the REVINERY at East Point. JARDINE, MATHESON & Co.,

General Agents. Hongkong, July 27, 1885,

#### PRICE, \$2 PER MONTH.

Steamers. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Capt. Bremner, will be despatched as above on TUESDAY, the 20th Instant, at 4 p.m. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, April 16, 1886.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Prometheus.

Capt. WEBSTER, will be despatched as above on THURSDAY, the 22nd Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, April 15, 1886. STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s Steamship

Venetia

will leave for the above

Agenta.

places on FRIDAY, 23rd April, at Daylight. A. McIVER. Superintendent. P. & O. S. N. Co.'s Office. Hongkong, April 14, 1886.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALOUTTA.

Captain Davies, will be despatched for the above Taisana. Ports on SATURDAY, the 24th Instant, This Steamer has superior First-class Accommodation, specially constructed to

meet the requirements of tropical climates.

The Co.'s Steamship

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, April 14, 1886.

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, THURSDAY ticularly requested to take delivery from ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY

> AND MELBOURNE, &c. The Steamship Captain Clego, will be despatched as above on SATURDAY, the 24th Instant, at 4 p.m. This Vessel has unusually good Cabin

Accommodation, situated amidships, upon the upper deck. For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

Hongkong, April 16, 1886.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR TIENTSIN (DIRECT.)

Captain Woop, will be-despatched as above on or about the 24th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers.

The Co.'s Steamship

Kroongsang,

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR 742 SINGAPORE, PENANG, COLOMBO.

Hongkong, April 17, 1886.

SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to CAL-OUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIO PORTS.) The Co.'s Steamship

BOMBAY, ADEN, SUEZ, PORT

be despatched as above on SATURDAY, the 1st of May, at Noon. For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central

O. BAUHRACH, Hongkong, April 17, 1886. NOTICE.

MARITIMES. PAQUEBOT POSTE FRANÇAIS. The Co.'s Steamahip Menzaleh.

COMPAGNIE DES MESSAGERIES

Commandant Barois. will be despatched for KOBE and YOKOHAMA shortly after the 766 arrival of the Mail Steamer from Europe. G. DE CHAMPKAUX,

> Agent Hongkong, April 13, 1886.

FOR SAN FRANCISCO. The 2/3 L.1.1. American Ship John Currier. J. B. BLETHEN, Master, will load here for the above Port, and

Sailing Vessels.

RUSSELL & Co. Hongkong, March 26, 1886.

For Freight, apply to

will have quick despatch.

For Sale.

MacEWEN, FRICKEL & Co. VICTORIA EXCHANGE, QUEEN'S ROAD CENTRAL.

AVEFOR

# STORES.

York HAMS. Boll BUTTER. Topocan BUTTER. French BUTTER. Epp's COCOA.

> VAN HOUTEN'S COCOA. Pienie TONGUES. MACKEREL in 51b Tine. RAISINS and CURRANTS. Crystallized FRUITS.

SAVORY & MOORE'S New Infant FOOD. BARNES & Co.'s JAMS. Potted MEATS. PATE DE FOIS GRAS. Swiss MILK.

BORDEN'S

CONDENSED COOKING STOVES.

KEROSINE LAMPS. WINES, &c.

GILBRY'S Sparkling SAUMUR, Pts. & Qts. SACCONE'S MANZANILLA. SACCONE'S Old Invalid PORT. Old Bourbon WHISKY. BURKE'S Old Irish WHISKY. Royal Glenden WHISKY. MARSALA.

THE USUAL ASSORTMENT

# OILMAN'S STORES,

Lowest Possible Prices FOR CASH.

#### Macewen, frickel & Co. Hongkong, February 10, 1886.

Not Responsible for Debts.

Neither the Captain, the Agents, nor LV Owners will be Responsible for any Debt contracted by the Officers or scribed (less 20 to go to the funds of the General.-Butterfield & Swire. Crew of the following Vessels, during their stay in Hongkong Harbour:-ELLEN A. READ, British ship, Capt. N. B. Hatfield.—Order.

FRED. P. LITCHFIELD, American barque, Capt. Samul. Bartlett.-Order. HYDRA, German barque, Captain Binge. -Gonsalves & Co.

INVINCIBLE, American ship, Captain Jas. Fearqua Skowes, - Douglas Lapraik & Co. MELBREE, British barque, Captain W. Lightbody.—Melchers & Co.

Sr DAVID, American ship, Captain W. Wallace Frost - Douglas, Lipraik & Co. STRATHLEVEN, British steamer, Capt. C. W. Pearson.—Adamson, Bell & Co.

TAICHIOW. British steamer, Captain J. Newton.-Yuen Fat Hong.

## To-day's Advertisements.



IMPORTANT ANNOUNCEMENT

SATURDAY,

the 24th April, 1886. GRAND COMPLIMENTARY

FAREWELL BENEFIT TISS FLORENCE SEYMOUR.

When will be produced on a Scale of Magnificence and Com leteness hitherto unattempted the evergreen H. M. S. 'PINAFORE.

Watch future Advertisements and ma a note of the Cast. Hongkong, April 19, 1886.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Captain Hankis, will be

Ports on WEDNESDAY, the 21st Inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, April 19, 1886.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR AMOY.

The Co.'s Steamship Capt. DE HAAN, will be despatched as above of THURSDAY, the 22nd Inst., at Daylight For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, April 19, 1886.

FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM SHIP COMPANY, LIMITED.

The Company's Steamer Capt. P. H. Lorr, will be Ports TO-MORROW, the 20th Instant, at

For Freight or Passage, apply to YUEN FAT HONG,

Hougkong, April 19, 1886.

FOR SHANGHAL The Steamship Capt. HEPWORTH, will be despatched for the above

Port TO-MORROW, the 20th Instant, at For Freight or Passage, apply to

SIEMSSEN & Co. Hongkong, April 19, 1886.

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL. The Steamship

Capt. R. Böhne, will be Ports on MONDAY, the 26th Instant, at For Freight or Passage, apply to

SIEMSSEN & Co.,. Hongkong, April 19, 1886.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY.

LIMITED. FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS-MANIA, &c.) The Steamship Catterthun,

Captain DARKE, will be despatched for the above Ports on SATURDAY, the 8th May, at For Freight or Passage, apply to

RUSSELL & Co., Agents. . Hongkong, April 19, 1886.

TTONGKONG RIFLE ASSOCIATION. FIRST PRIZE MEETING,

24th & 26th April A LAUNCH will leave Pedder's Wharf at 1.45 p.m. on the 24th, and 9.30 a.m. on the 26th April, to convey intending Competitous and their FRIENDS to KOWLOON. TIFFIN will be provided on MONDAY 26th April, at the Association Range, to

MEMBERS are informed that the 1st, 2nd and 4th Competitions (as per printed Circular) will be show our on SATURDAY 24th April, the Remainder on MONDAY,

be paid for on the Ground.

THIRD COMPETITION (to be shot off on Monday): - Sweep-stakes. Open to all Comers. For any Military Rifle. Distances 400, 500 and 600 yards. Seven shots at each. Prizes the amount sub Association) divided into four equal parts

1st, One for the best score at 400 yards. 4th, One for the best aggregate score made at the three distances. Winners excluded from taking more than one Range

Prize. Entrance Fee \$5.00. RUNNING DEER COMPETITION (to be shot off on both days):-Distance 150 yards. Open to all Comers. 25 cents per shot. Hits on haunch 50 conts fine. Bulls' Eyes

only to count. 80 % divided amongst Bulls' POOL TARGETS (to be shot off on both days):-200 and 500 yards. Open to all Comers during the meeting. Four shots-

for \$1.00. Bulls' Eyes only to count. Intending Competitors are requested to notify the Undersigned and to forward full amount of Entrance Fees.

Entries Close at Noon on 23rd April. Post Entries, \$1, each Competition. Competition Tickets and Ammunition will be Sold at the GUN CLUB MATSHED.

EDWARD OSBORNE, Hon. Becretary.

Hongkong, April 19, 1886.

PUBLIC AUCTION.

THE Undersigned has received instruc tions to Sell by Public Auction, on SATURDAY,

the 24th April, 1886, at 2 p.m., at his Sales Rooms, Queen's Road,—

A NICE COLLECTION OF JAPANESE WARE,

· comprising:-SATSUMA, KIOTO, KANGA and IMARY VABES, JARS, JUGS, BOWLS, PLATES, TRA and Coffee Sers, and Toiler ORNAMENTS. ENAMELLED WARE, GOLD and SILVER INLAID BRONZES, IVORY INLAID PÂNELS Embroideries, Karimonos, Embroidered SCHEENS, IVORY CARVINGS, and NITCHEIS. ONE OLD-HAND PAINTED PAPER SCREEN.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG. Auctioneer. Hongkong, April 19, 1886.

CHIARINI'S CIRCUS

TATANTED, 'LUMP SUM' TENDERS in closed envelope forwarded to L. MAYA, Secretary for the CHIARINI'S Crecus, to carry to Shanghai by Steamer, on or about the commencement of next month.

THE ENTIRE CIRCUS, CONSISTING. MORE OR LESS, OF 22 SALOON PASSENGERS. 10 SECOND 18 THIRD CLASS " (Native Serlants) 22 HORSES. 14 PONIES. 2 ELEPHANDS. 2 CAGES with TIGERS and LIONS.

EMPTY WAGGONS.

O TONS CIRCUS MATERIALS.

And PASSENGERS' BAGGAGE Address CHIARINES TICKET OFFICE Hongkong Hatel. 786 Wette, Don Munuel Reyes, and 53 Chinese, Hongkong, April 19, 1886.

To-day's Advertisements. To-day's Advertisements. CHIARINI'S ROYAL. ITALIAN shall and John C. Oswald. CIRCUS

ZOOLOGICAL AGGREGATION

THE PAVILIONS AND MENACURIE OPEN EVERY NIGHT AT 8. EQUESTRIANISM, GYMNASTICS, AND HIPPIC SPORTS COMMENCE AT 9 SHARP.



TO-NIGHT Monday, 19th April, 1886.

ANOTHER GRAND AND BRILLIAN CHANGE OF PROGRAMME. The Residents of the Colony in UNANI. MOUS APPRECIATION of this Solid and Marvelious Company.

COMPLETE CONGRESS OF WONDERS Ex-HIBITED IN THREE HOURS' TIME. ALL THE LADY EQUESTRIENNES, Miss EMMA STOODLEY, MISS IDA STOODLEY, MILE. VICTORIA BLANCHE, and LA PETITE ROLLAND in different Acts of Skill and Daring. The Famous Zelina Family, in their Graceful Pancratio Evolutions and 'Jeux

Signor CHIARINI will introduce his magnificent Coal-Black Colts, Generals GRANT, 'PRIM, and GARIBALDI. Mr. HENRY GODFREY, the great English Clown, in new and excruciating Comic

MR. EUZEBIO ZURRUNER, the Australian Somersault Thrower and General Performor apon a running Horse. MESSES. FRENCH AND ANGELO, DISTINGU SHED GYMNASIARQUES and mirth-provoking Clowns, from Folie Berger, Paris.

DON'T PAIL TO SEE THIS CIRCUS AND TH WHOLE COMBINATION. L. MAYA, Secretary. Hongkong, April 19, 1886.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIGGO. The Steamship Denbighshire,
Commander,
will be despatched for the above Ports on the 26th April.

For Freight or Passage, apply to ADAMSON, BELL & Co., Hongkong, April 19, 1886.

## SHIPPING.

ARRIVALS. April 17, 1886 :--

Strathleren, British steamer, 1,588, W. Pearson, Yokohama via Kobe, Kutchinotzu April 13, Coal and General.-ADAMSON, BELL & Co. April 18:--

Greyhound, British steamer, 227, S. A. Thomas, Pakhoi and Hoihow April 16, General.—Adamson, Bell & Co. Drachenfels, German steamer, 1,559, C. Taree Saigon April 14, Rice and Paddy.

-Melchers & Co. Taichiow, British steamer, 862, J. Newton, Bangkok April 10, and Kosichang 12. Rice & General.-YUEN FAT Hong. Ajax, British steamer, 1,552, James Riloy, Liverpool March 7, and Singapore April 12,

Haiphong, British steamer, 1,122, Harris, Foochow April 15, Amoy 16, and Swatow 17. General. - Douglas Steamship Co. An'onio Munos, Spanish steamer, 527. Ramon Ozoro, Manila April 14, General.-

Alwine, German steamer, 400, P. Moos, Haiphong April 15, General. - A. R. MARTY. Ashington, British steamer, from Wham-

Constance, British corvette, from a cruise. Sapphire, British corvette, from a cruise. April 19:-Kwang Lee, Chinese steamer, from Wham-

Thibet, British steamer, 1,671, W. D Mudie, Yokohama April 11, Mails and General.-P. & O. S. N. Co.

Venice, British steamer, 1,271, Peters, Singapore April 13, General. - Bun Hin CHAN. Diamante, British steamer, 514, A. A.

McCaslin, Manils April 16, General.—Rus-SELL & Co.

Sultana, British barque, 812, Samue Marston, Saigon April 1, Paddy. - CHINESE

DEPARTURES. April 18 :---

Vipere, French gunboat, for Swatow. Duburg, for Swatow and Amoy. Bothwell Castle, for Saigon. Thales, for Coast Ports. Vorwaerts, for Touron. Clara, for Hoihow. Hakon Adelsten, for Shanghai.

April 19 :--Kaisow, for Shanghai. Johann, for Hoillow and Pakhoi. Quarta, for Saigon. Glengeon, for Shanghai. Natal, for Shanghai. Menzaleh, for Kobe and Yokohama. Zafiro, for Amoy and Manila. Stanmore, for Manila. Horsequards, for Saigon. Choic-chow-foo, for Saigon. Oscar Moover, for Tients in.

OLEARED.

Bosamond, for Holhow. Lennox. for Saigon. Mongkut, for Swatow and Bangkok. Hecla, for San Francisco. Mosser, for Saigon. Protos, for Saigon.

PASSENGERS. Per Greyhound, from Hoihow, Mr Henry, and 20 Chinese. Per Taichiow, from Bangkok, 14 Chinese. Per Ajaz, from Liverpool, &c., Capt Alfred Roper, and 190 Chinese. Per Haiphony, from Coast Ports, Mesers Rodgers, Sorensen, and Capt Pope, and 295

Per Alwine, from Haiphong, General de Negrier, Liout Berge and servant, Messrs Liebard and Labage. Per Thibet, from Yokohama, Mr and Mrs McRitchie, Miss Robertson, Messrs Rickett, Rland and Mittra, and 2 Chinese. Per Venice, from Singapore, 1814 Thinese. Per Diamante, from Manila, Mr Julius

Per Antonio Munoz, from Manila, 86

Por Saltee, for Haiphong, Mr Ed. Groclaude, an | 57 Chinese deck. Per Thales, for Swatow, Mr Herbert Shoppard; for Foochow, Mosers A. C. Mar-

Per Natal, for Shanghai ! from Hongkong, Mesers Tanabe, C. S. Addie, Durran, Miss Henderson, Mesars Lee, Hernyeld, Beauchamp, Mr and Mrs Durant, Messra C. W. and G. W. Watt, and 6 Chinese; from Marseill s. Messra J. W. Moss. F. S. Deacon and W. White, Mr and Mrs Craven, Messra J. Daeth, P. Zurn, Sisters Marie de Berkmans, Maria Baptiste Verani, Marie de St. Agnes, Marie de St. Germaine, and Mario de l'Ascension, Messra W. J. Gordon and Caillens; from Saez, Mrs Jachiad, and Miss A. Lévi; from Colombo, Sister Mère Marie, Mr Sao Sian and servant; from Singapore, Mr Gordon ; from Saigon, Miss

Per Glenacon, for Shanghai, Mr E.

Per Menzaleh, for Yokolinma: from Hongkong, Mesers Hyde Pearson, Sawa, Campbell Preston and Adenne, Mr and Mrs Valenza; from Marsuilles, Mesars Bachmann, Mein and D. Strachan. Pur Zafiro, for Amoy, 1 European, and

130 Ch nese

Per Rosamond, for Hoihow, 100 Chinese. Per Bothwell Castle, for Saigon, 12 Chi-Per Johann, for Hoihow, 40 Chineso. Per Volucacries, for Touron, 10 Chinese. Per Clara, for Hoihow, 12 Chinese. Per Horseguards, for Saigon, 12 Chinese.

Per how-chow-foo, for Saigon, 12 Chi-

To DEPARTA Per Mongkut, for Swatow, &c., 152 Chi-Per Hecla, for San Francisco, 4 Euro-

Per Mosser, for Snigon, 12 Chinese. Per Protos, for Saigon, 200 Chinese. Per Melbourne, from Hongkong : for Saigon, Mrs Moreau, Messrs Mach Kiet and Yue Po, Sister Th. Galerne; for Marseilles, General de Negrier and A.D.C., Gal. Sheppard, Messrs de Sombreuil, Mande, Mourente, Pressprich, Labeye, Silveria, Barros, Harrison, 2 students of H.I.C.M.'s Arsenal Foochow, Mr Dalrymple, 3 chi'dren and governante, and Mrs Fournier, From Shanghai : for Saigon, Messrs Carre, D. H. Camus, D. Vasto and M. Toch ; for Mar seilles, Messrs R. W. Mustard, G. G. B. Hamskeck, Ezekiel, R. P. Can and P. Cunnifiv. From Yokohama: for Marseilles Messra S. Fukuha, Ashiha, G. Molina, and K. Nishimura. From Kobo: for Marseilles, Mr Bonger and infant.

SHIPPING REPORTS. The British steamer Strathleven reports Light Northerly winds and clear weather to Turnabout : thence fresh N.N.E. and N.E. winds, with rain and slight fog at time. The British steamer Greyhound reports Left Pakhoi on 14th, Hoihow on 16th, and Macao on 18th April; experienced fine wea-

ther throughout the passage, with N.E. The British steamer Taichiow reports Experienced light S.E. winds and fine weather to lat. 20° N. ; thence to port fresh N.E. wind and sea. Passed steamer Iolani, off Cape Varilla; British barque Billy Simpson, that left Hongkong for Bangkok,

arrived that port April 5th. The British steamer Ajax reports : From Liverpool to Port Said strong winds, rough weather; thence to Hongkong light winds and smooth sea. The British steamer Haiphong reports: From Foochow to Amoy, had light Northerly winds and rain. From Amoy to Swatow, fresh N.E. winds and rain. From Swatow to Hongkong, light N.E. winds

with heavy showers of rain. Steamer in

Fonchow, Meefino. POST OFFICE NOTICES. MAILS will close:-

For SWATOW & BANGKOK.— Per Mongkut, at 8.30 a.m., on Tuesday, the 20th inst. For SAIGON .- \*

Per Protos, at 1.30 p.m., on Tuesday, the 20th inst., instead of as previously notified. For SHANGHAL .-

Per shington, at 3.30 p.m., on Tuesday, the 20th inst. Per Kwang Lee, at 3.30 p.m., on Tuesday, Europeans and 1,170 Chinese -visited the the 20th inst. Per Canton, at 3.30 p.m., on Tuesday,

the 20th inst. For AMOY & MANILA.-Per Antonio Munoz, at 3.30 p.m., or

Tuesday, the 20th inst. For HOIHOW & PAKHOL-Per Greyhound, at 5 p.m., on Tuesday, the 20th inst. For SWATOW, AMOY & FOOCHOW.

Per Harphong, at 8.30 a.m., on Wednesday, the 21st inst. For BANGKOK.— Per Gilsland, at 4.30 p.m., on Wednesday, the 21st inst., instead of as previously notified.

For AMOY.-Per Celebes, at 5 p.m., on Wednesday. the 21st inst. For STRAITS AND BOMBAY .-

Per Venetia, at 5 p.m., on Thursday, the to leave out our share list. There is only

FOR STRAITS AND CALCUTTA .-Per Taisang, at 2.30 p.m., on Saturday, the 24th inst.

For NAGASAKI, KOBE & YOKOHAMA Por Thibet, at 5 p.m., on Saturday, the 24th inst. weather has now changed for the better For SINGAPORE.-

day, the 26th inst. MAILS BY THE FRENCH PACKET .-The French Contract Packet Melbourne will be despatched on TUESDAY the 20th April, with Mails for the United Kingdom, Europe, and places

beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSUNG THE FRENCH MAIL The following hours are observed in closing Mails, &c., by the French Contract

Packet :-Day before departure (or Saturday if the departure be on Monday),-P.M. -- Money Order Office closes. Post Office closes, except the NIGHT Box, which is always Mr Francis Henry May, Passed Cadet, to open out of Office hours. Day of departure,-A.M. -- Post Office opens.

Posting of all printed matter

and patterns ceases. A.M. - Mails closed, except for Late Late Fee of 10 cents until 11.30 A.M. -- When the Post Office closes

> on board the packet with Late Fee of 10 cents until time of

MEMOS. FOR TO-MORROW.

Shipping. 9 n.m. -Mongkut leaves for Swatow, &c Noon.-French Mail leaves for Ports o Call and Europe.

4 p.m.-Cunton leaves for Shanghai. 4 p.m. -Ashington leaves for Shanghai. Meeting. 3 p.n. -Extraordinary Meeting of the Shareholders of the H.K., Canton and Macao S.-boat Co., Ltd.

Amusements.

9 p.m.—Chiarini's Circus and Menagerie at East Bowrington. EWKINDS

PHOTOGRAPHIC ALBUMS, CUT GLASS BOTTLES. DOULTON WARE,

FANCY GOODS. Left over from CHRISTMAS, will be Sold at REDUCED PRICES.

during the Continuance of this Advertisement. . S. WATSON & Co., Ltd.,

THE HONGKONG DISPENSARY. Hongkong, February 19, 1886. The publication of this issue commenced

at 8.55 p.m.

## The China Mail. HONGKONG, MONDAY, APRIL 19, 1886.

TELEGRAMS. London, 17th April.

THE GRECIAN EMBROGLIO. Groece still maintains a defiant attitude THE IRISH QUESTION. EXPROPRIATION OF LANDLORDS BILL

In the House of Commons Mr Glad stone's Bill for the expropriation of the Irish Landlords has been read a first time.

LOCAL AND GENERAL.

PASSED SUEZ CANAL. OUTWARD BOUND :- Norden, Jan. 28; Abftara, 29 : De Bay, March 5 ; Benalder, 16; Cachor, Pathan, Titan. 23; Antenon 26; Benlarig, Glenogle, 30; Ching W. Antonia, April 2; Hector, Yangtse, D; Monmouthshire, 10. HOMEWARD BOUND :- Stentor, March 23.

The next English Mail, per the P. & C. Thursday, the 15th instant, at 5 p.m., and may be expected here on or before Wednesday, the 21st inst. P. M. S. S. Co.'s steamer City of Sydney left Yokohama for this

on Saturday, the 17th instant, at daylight, and may be expected here on or about Friday, the 23rd inst. Austro-Hungarian Lloyds' Steam Navigation Co.'s steamship Amphitrite left instant, and may be expected here

The Union Line steamer Oxfordshive left repealed was given as the principal cause of Singapore on the 18th inst., and may be expected here on or about the 24th The E. & A. S. S. Co.'s steamship Tannad ce left Sydney for this port on the 13th instant, and may be expected here

about the 24th instant.

on or about the 4th prox.

o Shire Line steamer Denbughshire, from · London, left Singapore for this port here on or about the 25th inst. During the week ending April 18th, 120

City Hall Museum. Ir is notified in the Gazette that the Acting Governor has directed that the 26th inst., being Easter Monday, be observed as Holiday in the Government Offices.

MESSES Russell & Co. inform us that the Union Line steamer Oxfordshire left Singapore for this port yesterday, and may be expected to arrive on the 24th instant.

that the Shire Line steamer Denbighshire from London, &c., left Singapore for this port to-day. Owing to press of news we are compelled

Messes Adamson, Bell & Co. inform us

change in the quotations :- Dock share are quoted at \$83 prem., instead of \$84. THERE will be another change of programme at the Circus this evening, and as the

Per Polyhymnia, at 4.30 p.m., on Mon- there should be a large attendance. THE Nagasaki Express is glad to hear that the report of the loss of the Russian s.s Kamtchatka was without foundation. She

THE German steamer Prinz Albrecht arrived at Nagasaki from Kobe on the 9th Madras, Calcutta, Aden, Mauritius, April, for the purpose of loading 600 tons of rice, after which she will return to Kobe to fill up with rice, etc., for Europe.

is believed to be at present in Yokohama.

MESSES Russell & Co. inform us that the United States. Her husband, a few Sydney for this port on the 13th instant, board, when the sad incident took place. and may be expected to arrive on the 4th Ir is notified in Saturday's Gazette that

H.E. the Acting Governor has appointed

he acting Assistant Registrar General, vice

Mr Norman Gilbert Mitchell-Innes, doing

LM .- Registry of Letters couses. duty as Acting Police Magistrate and 11.10 A.M. Letters may be posted with Quincey, before Mr. Mitchell-Innes for being in possession of 36 counterfeit dollars, I twenty-cent piece, 17 ten-cent

was allowed in \$500.

WE would call attention to the notice A senious case of manelaughter occurred issued by Mr Osborne, Hon. Secretary of yesterday evening on board the American the Rifle Association, regarding the Prize ship St Davids, now lying in this har-Meeting fixed for Saturday and Monday | bour. It appears that during the voyage next. The competitions open to all comers to Hongkong the steward, who is a halfare specially noted, and the arrangements bred American, named George Hendry otherwise seem to be satisfactory.

Miss Florence Seymour will take a fare well complimentary benefit on Saturday evening, when H. M. S. Pinafore, with Miss Seymour as Josephine, and Miss Davenport as Buttercup, will be produced Miss Seymour's popularity is such that we have no doubt she will receive a bumper

J. RING, W. Perring, J. Henry, W. Mansell, E. Stainburg, and H. Dunn, seamen belonging to to H.B.M. Audacious, were charged before Mr Mitchell-Innes to-day at the Magistracy, for straugling and for assaulting the Police in the execution of their duty. The first prisoner was fined \$5, the 2nd, 5th and 6th prisoners were ordered to pay \$1 each; all were ordered to be sent on board their ship.

Owing to press of work and matter we \$18,000. It is evoid in shape, and eight are unable to give a lengthy notice of the performance given by the members of the Mascotte Opera Company as a compliment-

346 ary benefit to Mr Neil O'Brien, the man-There was a good house, and the performance was a great success. Mr O'Brien, as Felix Callaghan, kept the house delighted from beginning to end with his masterly impersonation of the character, and the other members of the Company acted well

> THIS morning, on Mr Campbell, the hairdresser, opening his premises, he found that during the night one of his show cases, containing jewellery to the value of \$700 had been broken into by some one and the jewellery removed. The fact that two of lative Council in one of its meetings. the shop boys have gone to Canton or elsewhere is taken as pretty good proof that they are the delinquents. The case is in the hands of the Police.

Mr Campbell had arranged to raffle

the jewellery on behalf of the owner,

who is said to be in straightened circum-

SPEAKING of the telegram about the Bland Act, the Hiogo News of the 13th says :- A Telegram received here on Sunday and kindly placed at our disposal states that Congress has disposed of the silver question, steamer Pekin, left Singapore on for the present, at all events. The result is simply to maintain matters as they are, for while the proposal for the free coinage of silver upon the basis of 16 to 1 in value as regards gold was rejected, the same fate befell a motion for the repeal of the Bland Act. The United States will consequently continue storing up dollars, and building new vaults to hold them, but now the ques-Singapore for this port on the 17th tion is at rest exchange should become better, for dread of the Bland Act being

the sudden fall in silver recontly. The Japan Gazette contains an appreciative notice of Mr John Rickett's departure from Yokohama. Mr Rickett, who arrived here in the Thibet this morning, is well known in Hongkong; and we need not make any on the 19th just., and may be expect apology for making mention of the pleasant feelings which he brings away with him from during Saturday night and Sunday and as Yokohama. The Gazette says :-

For many years Mr Rickett has held prominent position in this small place. A the agent of probably the best known company in the world he has done much to maintain public appreciation of the P. & O. S. N. Co.'s service; and in matters of busi- then in full force. The field from that time ness the Company has never been represented by a more able, prompt, courteous and popular agent. The reasons for Mr Rickett's popularity are not, however, confined to his business capacity. In affairs connected with the public interest and welfare Mr Rickett has taken an active part: and during his absence his ready assistance, and good work, sympathy and practical assist-

ance will be greatly missed. After a few remarks which very nearly touch residents in the East who can loo back on a 25 or 20-years' residence. th writer congratulates Mr Rickett upon the knowledge that he has not laboured vain, for he has earned the sincere regard his fellow-residents of all classes and navely good thing to earn; but it is just as with it! We hope it is so in this instance.

other day, announcing that a 'Miss Davis had disappeared from the Nagoya Maru, unfortunate lady was Mrs Sophia D. Davis, that, as the deceased lady had been suffering from insomnia and mental depression, she was on her way from Kobe to Yoko hama, with the purpose of proceeding to 11.40 A.M.-Late Letters may be posted pieces of silver, on the 18th Court that in all probability Mrs Davis the characteristic or for other reasons, offer instant, the case being remanded. Bail had somehow, between 7 and 8 colock on Falconer, after some nesitation, had to disthe 7th April, committed suicide.

Barrow, had had frequent quarrels with the second officer, Antone Lundin, an American of Norwegian extraction. Last night, in the absence of the captain and 1st officer their words came to blows and it is alleged that the second officer struck the steward two blows with a belaying pin which caused the latter to draw a revolver which he always carried about with him and shoot the officer dead on the spot. The steward was arrested at the instance of the third officer, Henry Busch, and was brought up at the Police Court to day by Inspector Cradock. The case was remanded for week, no svidence being taken.

Ar the sale in New York City of the late Mrs. Morgan's collection of brigh-brac the Chinese and Japanese treasures were disposed of for sums amounting to \$59,860. The famous Chinese peach-bloom vase, which cost the deceased \$15,000, fetched inches high. The companion vase, which is less perfectly coloured, realised \$6,000. The Chinese and Japanese curiosities have realised in all \$92,000. A collection of 221 Chinese snuff-buttles was sold for

AT a meeting of the Mauritus Chamber of Commerce the other day, the Secretary read a letter from the President to the Colonial Secretary, asking for a reply to a request made by the Chamber relative to the appointment of two of its delegates to the General Board of Health. The President communicated the reply of the Colonial Secretary in which it is stated that the proposal of the Chamber will be favorably considered by Government. M. Ambrose observed that no action could be taken by Government, until Ordinance No. 8 of 1874 relative to the constitution of the General Board of Health is modified by the Legis-

THE cricketers selected to do battle in England on behalf of Australia took part in a fete champetre given in their honour on 4th March. A Melbourne correspondent says : — A demonstration in honour of the departng of the Australian Eleven took place tonight on the Melbourne Cricket Club Ground and was attended by 8000 persons. Throughout the evening there was an almost perpetual display of various kinds of fireworks. and the playing ground was illuminated by electric lights. At the close of the musical entertainment the leading member of the Melbourne Cricket Club and several visitors essembled in the committee room, where Success to Our Boys' was enthusiastically honoured. The toast of the 'Unity of English and Australian Cricket was acknowledged by the Hon. Ivo Bligh.

HONGKONG POLICE ATHLETIC SPORTS.

Monday, April 19. The police have done well to take advantage of the first fine day to hold their much-talked-of sports. Since Saturday the weather has been dry with a considerable drought. The Cricket, Ground therefore, was in good condition for the sports and there was a nice breeze blowing which tempered the heat and made exertion on the field pleasant. In the forenoon there was but a scant attendance at the first events. Monday is not just the day when the Police have most leisure for such amusement. There is a always a large number of prisoners who have been guilty of misdeameanors

it should happen this Monday several

cases were of a rather serious nature. How-

ever, by one or two o'clock they had nearly all got their business done and turned up began to wear an appearance of bustle and activity. The Stewards, who were gaily distinguished with resettes of blue and white were to be seen running about the field trying to keep abreast of the rapid progress that was being made with the various events. Captain Superintendent Doane and Chief Inspector Grey controlled the energies of the Stewards and guided the business of the day with such tact that there was not a hitch from beginning to end. The first in characteristic event was the egg and spoon race, for which there entered a large number of Peelers of all grades. Whether the tionalities.'- No doubt that is a superlati- object of the race was to demonstrate how well the Police could handle delicate subwell that the good things of life should go jects or not, it afforded much laughter to see the spoons turning over and the egg falling with a crash to the ground. REFERENCE to the paragraph published the The long programme gave little time for an interval, but although there was no mention of it in the programme it was desided we find from the Yokohama papers that the about half past one to give a rest of three quarters of an hour. After this interval wife of the Rev. Dr J. D. Davis, of the the events went forward with remarkable American Board Mission, Kioto. It appears | celerity. The wrestling competition was the first to draw the crowd together. Two strong built constables, McKay and Burt, were the final opponents and so well balanced was their strength that they tugged at each other for two or three E. & A. S. S. Co.'s steamer Tannadice Left lady friends, and her children were on minutes without gaining any advantages and determined finally to divide the spoils. At the investigation held at Yokohama on After an interesting veteran race, cryse the the 9th inst., before Min Warren Green, essentially Scotch or rather 'Heelin' part U. S. Consul General, it appeared that on of the programme. Many were rather the evening of the 7th deceased was walking disappointed that their expectations of a on deck after dinner, between 7 and 8 sword dance were not realised and alo'clock, with a lady friend (Miss Julia H. | though the dancing to the tog-pipes was Gulick); that as Mrs Davis said she was a novelty which succeed many it is very tired, they turned to enter the saloon or doubtful if any of the competitors would social hall; and that after that moment the have cared to show their skill in the missing lady has never been seen. It was Highland games in the old country. Tall Awai was charged by Inspector supposed that she had gone to her cabin; Plears was not much essentially thereoterbut some time afterwards she was missed; justle about the two. Highlanders who Her hat was found on a chair on the after contested the prize for dress and whether part of the deck. It was the opinion of the | it was owing to the difficulty of flading out

Lyide his prise between two - The bagpine

nute. In the course of the afternoon, the steady by keeping his thumb on it. sports were visited by the Acting Governor Hundle RACE, 120 Yanns, SIX FLIGHTS .and Mrs Marsh and the Grand Stand was crowded with ladies and gentlemen.

The band of the Northamptonshire Regiment played during the day and their music tonded greatly to enliven the Sports.

Patron :- His Excellency the Administrator, Hon. W. H. MARSE, C.M C. President :- W. M. DEANE, Esq., Capt

Superintendent of Police. Stewards: The Hon. E. J. Ackroyd Liont Col. Anderson, 58th Regt.; G. C. Anderson, Esq.; W. M. B. Arthur, Esq.; Dr. P. B. C. Ayres; J. S. Brower, Esq.; ly mixed up with the hurdles. Col. Crawford, R.A.; Major Dempster; A. Falconer, Esq.; Col. Foster, 58th Regt.; J. J. Francis. Esq., Q.c.; Major-General Gordon; H. F. Hayllar, Esq.; N. G. Mitchell-Innes, Esq.; G. H. B. Wright, Esq.; The Hon. A. Lister: J. H. Stewart-Lockhart, Esq.; E. Mackean, Esq.; A. P. McEwen, Esq.; A. McIver, Esq.; J. Mudie, Etq., c.E.; The Hon. Sir G. Phillippo, Knt.; The Hon. J. M. Price Captain Rumsey, n. N.; His Honour Justice Russell; The Hon. P. Ryrie; The Hon. F. Stewart; A P. Stokes, Esq.; A. K. Travers, Esq.;

A. G. Wise, Esq. Judges: Lieut.-Col. Anderson; G. Anderson, Esq.; Major Dempster; J. Francis, Esq., Q.c.; A. P. McEwen, Esq.; The Hon. P. Ryrie : A. P. Stokes, Esq. Starters :- W. M. B. Arthur, Esq.; H.

F. Hayllar, Esq. Referee :- J. H. Stewart-Lockhart, Esq. ton; Sergeant G. Hennessy; Sergeant J. | all, who were very close to the two Indians. Robertson: Sergeant A. Mann; Sergeant RACE FOR INDIAN POLICE. -Once round. G. Sauers; Constable Ford; Jemadhar Surmuk Singh; Sergeant Sheik Allum; G. J. W. King, Esq.

Hon. Treasurer :- F. S. de Souza, Esq. Official Time Keeper :- J. Mudie, Esq.,

Clerk of the Course :- C. W. Duggan, Esq. 444 secs.

PUTTING THE SHOT, 18LBS. - 7 feet run (no For Police only. Three throws. Three prizes: 1st presented by G. C. Anderson, Esq., 2nd and 3rd from Fund.

For this first event not one half of those who had entered put in an appearance. The names of those who contested are-R. Simpson, L. McKay, James Stewart, W. Burr, J. McDougall, and C. Hadden. McKay put the shot 33 feet 9 inches, and this distance was not reached by any other; the next to him being James Stewart whose distance was only 32 feet Gin. The winner of the third prize was C. Hadden. One of the competitors, J. McDougall, who covered 32 feet 1 in., sent stend of putting the shot over his shoulder other for several minutes without either he made a draw and threw the shot, and this was not allowed as a fair effort. The distance reached by the first man is only within about a foot of the distance made by the winner at the Amateur RACE FOR CHINESE POLICE. - Once round. Sports with a two pounds lighter shot.

RUNNING LONG JUMP.-For Police only. Three prizes: 1st presented by the Hon. E. J. Ackroyd, 2nd and 3rd from Fund.

entries, J. McDougall, J. McKenzie and T. gall and T. James; the third entry not being able to approach the others. McDougall made the longest leap, and after he was fully secure of the first place he took another leap and passed his former distance by several inches, making a total length of 16 feet 8. James only reached 15 feet.

THROWING THE HAMMER, 16LBS. - Open to all comers. Three throws. Three prizes: 1st presented by J. S. Brewer, Esq., 2nd and 3rd from Fund.

Entries: R. Patterson, W. Burr, R. Ross, T. James, Pt. Busby, Pt. Quinn, P. Slader of the Naval Dock Yard. By far the best thrower was W. Burr, a tall powerfully-built man who sent the hammer 77 It. 4 inches, five feet in advance of the second man, R. Paterson-all his three throws being in advance of the others. The third was T. James, whose distance was 71 feet 11 inches.

HIGH JUMP. For Police only. Three prizes, from Fund.

Entries: L. McKay, C. Hadden. C. Pauli J. McDougall, and T. James. Only three remained after the pole had been raised one or two inches, and of these Paull first succumbed, and then for the first place there was a long contest between McKay and Hadden. Both cleared 4 feet 45 inches, but were unable to get beyond this, and the first prize had to be divided between them.

100 YARDS FLAT RACE.—For Police only. Three prizes: 1st presented by A. McIver, Esq. 2nd by J. P. Lidstone. Esq., and 3rd from Faud.

The Europeans who entered for this race were W. Dickenson, R. Simpson, C. Paull. J. McDougall, F. J. Knopp, R. Ross, C. Hadden. J. Wilkie, about half a dozen Sikhe and an equal number of Chinese. It was a very close and interesting race. For the balf of the distance they kept well together, but nearing the goal Wilkie, followed hard by U. Hadden and C. Psull, forged his way to the front. Between these three there was a keen struggle for the first place. About fifteen yards from the string, Hadden got in front of Wilkie and came in first. leading by about two feet. - C. Paull had also beaten up in excellent style and came in about four or five inches ahead of Wilkie, who was third. The time was not officially taken, but is supposed to have been 12} se-

HOP, STEP, AND JUMP. - For Police only. Three prizes; 1st presented by A. Hogg, Esq., 2nd and 3rd from Fund. For this there entered Inspector Quincey, R. Simpson, D. Hall, J. Hannah, C. Cameron, J. MacGarry, J. McDougall, T. James, C. Hadden, C. Pauell, Moffat. The three men who made the best appearance in this were Hannah, Powell and James. The first covered nearly two feet more than the other two, his distance being 36 ft. Ain. The next two Powell and James, were very close, the former jumping Harr Mires Flat Race. For European the fleet, who were evidently the weaker leaving Robe Light was S. 25° W. by the thu course magnetic. He said be never give you no instruct out as to verifying the 84 feet 5 in. and the latter 34ft, 4in.

EGG AND SPOON RACE, 100 YARDS.-For Police only. Three prizes: 1 pre-sented by A.G. Wise, Esq., 2h. and drd from Fund.

the natives. The ingr-of-war of course were but an unfortunate lurch sent his frail awarded with a sympathetic cheer. a great feature of the afternoon, the interest cargo overboard. The first to reach the Sword Dance, Reels, Stratuspeys &c .- ; centering in the tug between the Police and goal without accident was A. Niven; after the Artillery. The Police, unfortunately him coming J. McGarry and then McDoudid not regain their position and notwith- gall. Hadden came in among the first, but standing that they were struggling on unfortunately he dropped his egy just their own terms they had to give in, before reaching the goal. The second man although they fought for nearly one mi. McGarry it is said managed to keep his ogg

> For Indian and Chinese Police only. Three prizes: 1st and 2nd presented

Tog-or-WAR .- Open to all Chinese in Government employ. Ten a side. Fifteen foot to be pulled over. No sitting down nor spikes allowed. Prize presented by the Hon F. Stewart, LLD.

The first tug was between Inspector Rae's Fire Brigade team and the Harbour Master's Team officered by Inspector Oradock. The Water Police easily drew the Fire brigade, the latter actually offering no opposition. The second pull was be tween Inspector Quincey's Police team and the Water Police, or Harbour Master's team. The Water Police again scored the victory, but had to pull about 20 sees, on this occasion before they got their rivals over the line.

THREE-LEGGED RACE -For Police only. Three prizes from Fund. For this there entered about eight pairs. Committee: -Acting Chief Inspector T. | Constables Paull and Burn soon took the Grey; Inspector J. Cradock; Inspector lead and kept it till the end although they D. Thomson; Inspector J. Matheson; had a rather hard contest with two Sikhs, Inspector Lindsay; Inspector A. Muckie; P. C. 598 and P. C. 608 Bhola Singh. The Inspector W. Quincey; Inspector W. Stan- | third pair was D. McDonald and J. McDoug-

Three prizes: 1st and 2nd presented by A. K. Travers, Esq., 3rd from Fund.

The winner of this race was Surder Singh who ran very well, the second being Inda Singh and the third Bhola Singh. Time,

EUROPEAN WRESTLING. -For Police only.

kong sports evoked a good deal of interest and in the final heat, which was fiercely fought, the interest and excitement of the spectators were strained to the utmost. The first trial was between L. McKay and W. Dickenson. McKay without much difficulty turned over Dickenson. The second tussel was between Thos. McDonald and Burr. There was a little bit more of a tussel in this case, but eventually. Burr got the mastery over his rival. In the final heat which was between Burr and McKay the struggle was very keen, and after the men had tugged each sides and were so used up and so evidently lery pulled the Regiment in about 15 a match for each other that they agreed to seconds.

divide the prize bett een them.

from Fund. This race was won by Lo Yau, who got a good way ahead of P.C. No. 426, Lam Sau; For this event there were only three the third being P.C. No. 461. Time 48 se-

The contest lay between McDou- QUARTER MILE RACE. -For Police only Three prizes: 1st presented by H. E.

the Officer Administering the Government, 2nd and 3rd from Fund. For this there entered about a dozen constables. J. Wilkie won easily by about

third F. J. Knopp. Time 64 seconds. HURDLE RACE, 120 YARDS, SIX FLIGHTS .--For European Police only. Three prizes: 1st presented by J. J. Francis,

Esq., Q.c., 2nd and 3rd from Fund. For this there entered Constables Mc-Kay, Paull, Hadden and Simpson. McKay at once took the lead and was closely followed-by-Paull and Simpson. Simpson hurdle and fell out of the race. It was eventually won easily by Paull, McKay being second and Hadden a good third. Time 201 seconds.

GIRLS' RACE. - For Daughters of Members of the Police Force, over six and under ten years of age. To be haudicapped by the Starters. Two prizes, presented by Mrs Deane.

About six little girls entered for this race, which was won by two or three yards by Miss Orley, the second being Maggie Thomson : the third was very far behind.

Boys' Race. - For Sons of Members of th -Police Force, over five and under elevenyears of age. To be handicapped by the Starters. Two prizes presented by

Master Hubert Dempster (The Slasher). H. Gidley won this race by a short distance, J. S. Swanston being a good second. There were about ten entries.

GARRISON BOYS' RACE. This was a race held over from the last | FULLY EQUIPPED RACE, 100 YARDS.—For aports. For it there entered about eight young folks. It was won by James Toiser; the second, who was close up to the first and who fought well for the premier position, being S. Maclure.

VETERANS' RACE. - For Members of Police of ten years' service in the Hongkong Police, 100 yards. To be handicapped

tendent of Police. Entries: Inspectors Grey, Cradock, 5. yards' start, Inspectors Quincey, Bremner, Perry, Thomson, Mackie, and Sergeant

Baker, scratch. Inspector Quincey soon made his way to time he managed to steady himself and the front and after him came Inspector came in two or three yards in front of Mackie. These two maintained the first Baker, who was second and who was closely and second positions respectively till the goal was reached—the tirst coming OFFICERS TUG OF-WAR. in about two yards in front. The third who was a little way behind, was Inspector Bremner, who made a good race of the Garrison and the officers of the Fleet. Yokohama. We started at 7.10 p.m. on the with Inspector Cradock and got in front of Between these two there was a very tough 29th, arriving at Yokohama on the 30th at put to Mr Davidson by the Court with the down the course on pencil |- No. not a

3rd from Fund.

Entries, W. Dickerson, S. Fox, J. Wilkie. Whitebill and Knopp. Whitebill Of course there was a good deal of led at first but soon fell behind and laughter evoked by this race. There en his place was taken by Wilkie who tered for it Inspectors Cradock and Quincey | made the running till the last spurt when and Constables Dickenson, It Simpson, he was passed in fine style by Dickenson, three cheers were given of the winners, for for I kingles, passing between the maintaind H. G. Baker, J. Hannah, D. McDonald, A. | Fox who was third for a long time longht Molver, H. Ehlers, A. Niven, J. McGar. with Dickensen for the second position, but the ladies and for the prize-givers.

nousic which was played while the ry, J. McDougall, R. Ross, C. Hadden, of course was left behind by him at the Thos. McDonald, W. L. Ford, G. Gane. Anal run, coming in about six yards behind kilts and their plaids, although it The majority of these before they had the second man. The final run between was declared to be rather lugubrious by got far from the starting point had Dickenson and Wilkie was watched with those not accustomed to it had an allowed their egg to roll off the spoon. keen interest and when the former forged inspiriting wind-up, and seemed to charm Inspector Cradock held out for some time, his way a little to the front, he was

by the Hon. P. Rvrie.

there was nothing to be seen.

Burr competed for Scotch reels. Between and Stokes, appeared for Captain Clethe two former it must have been a difficult task to decide. The latter, who did not

ed to Constable Beaton, and for the bag- do so in case the weather became thick. pipe competition to Mr A. Hogg. As said the only danger was off the island we to the most characteristically-dressed High- were then passing. I made no other remark lander it took some time to decide as about the navigation of the ship. In going to the characteristics of the various High- through the marrow places I was always landers who danced or played the bag-pipes. on deck myself to see the pilot's orders He eventually decided to divide the prize carried out, in fact I saw the crew at their between Mr Hogg and Mr Beaton.

comers. Three prizes : let presented

lins (50 yards). Whitbread, who started scratch, had the on the bridge and found Mr Davidson on fourth position for the first two or three | top of the wheelhouse, piloting the ship clear rounds, but towards the end he came of the fishing boats I spoke to third officer to the front, and between him and the and said: 'You went rather close to those Indian Gunduh Singh there was a hard fishing boats. He said: 'Yes, but we struggle for the first place. During the did not touch them.' By this time the pilot next to the last round however these two came off the wheelhouse, and I said, 'When had it not all their own way; four men | Siwosaki Light is abeam you can go below, kept almost in a line and passed and re. and tell me where you shape your course passed each other frequently. Whithread to, so that I can enter it in my log book? and Singh, however, showed their powers | The third officer was the officer on watch. at the last spurt about 300 yards from The pilot replied. One mile S. of Rock the finish, they got about ton yards in front of the others and made a hot strug- remarks made. Before leaving, I went to Cumberland Style. Best of three gle for the first place. Whitbread however the third officer and asked him to call me throws for last pair. Prize presented was the more even runner and made his way in front of the Indian, coming in left the bridge and went to my cabin: That This rather novel feature in Hong- about a yard in front. The third man who was about 9 as near as I can remember. was about 10 yards behind was Gunner dropped over to sleep sitting in my chair Davis R.A. Time omin. 8secs.

Tug-of-War. - Open to Navy, Military, one outside: The ship is on the ground. over. No sitting down nor spikes

allowed. Prize, from Fund. The first tag was between a crack team of the Police consisting of Gidley, McKay, Stuart, Paull, Burr, Hall, Ross, Robertson, Kemp and Fox, against a team of the Marine Artillery. The Police pulled their antagonists in cleven seconds.

The second pull was between a crack team of the Artillery and a team of the Northamptonshire Regiment. The Artil-

The last and final pull was between the Police and the crack team of the Artillery. Three prizes: 1st and 2nd presented | This was the great event of the day, in the by J. Stewart-Lockbart, Esq., 3rd | way of Tugs of War at least. The Artillery who had carried everything with spikes would meet their match in the Police. And although the contest was not decided in favour of the Police, they made a good stand and did not yield to

the Artillery team they had struggled for 54 seconds. Some word was heard about the Police having sat down, but it is only fair to state that although one or two were knocked on their backs they at once rose to six yards, the second being S. Fox and the | their feet and continued the struggle on the fair terms they laid down.

> Forced entry for the winning teams of Honour Justice Russell.

This contest lay between the Water Police and Gun Lascars. The Gun Lascars won but they had a very hard pull for it. The Water Police more than once regained the after fighting for 40 seconds.

prizes: 1st presented by H. E. the 2nd from Fund.

front at the very first and kept it till the ing she would not move, stopped the end. Not far behind him was Mr George engines and went on jettisoning cargo. At King between whom and Inspector Mackie 11.45 n.m. next day the chief engineer rethere was an interesting run for the second p rted a small crack in the engine room. two. Time, 121 seconds.

of the 58th Regiment. Three prizes, from Fund. This race was well contested and was

won in very good time by Spinks, Stapleton being second and Walsh third. Cap, belt, and truncheon in case, lamp and regulation boots). Three prizes 1st presented by Employes of the H K

& W. Docks, 2nd presented by W. M.

Deane, Esq., and 3rd from Fund. A good deal of curiosity was evinced as to this race and it is a great pity that not by the Committee. Two prizes: 18t more of the Force in full uniform exhipresented by Major Dempster, 2nd by bited their capabilities of making chase W. M. Deane. Esq., Captain Superin- after a prisoner. As it was, only four fully equipped defenders of the peace competed. John McDougall, H. G. Baker, G. Gane. and Moran. McDougall was the best runner of the quartette and although his heary boots nearly brought him down at one

followed by Gane. Time, 14 seconds.

The last event of the evening was a sup- taking on board the valuable cargo transplementary tug-of-war between the officers ferred to junks we went straight on to him as he neared the goal. Time 132 pull. There were no restrictions as to how 9 p.m. the pull was to be made, and the officers of sented by Dr P. B. C. Ayres, 2n 1 and holes to support their feet. Notwithstand. set that course. That took us down to the ing, however, their long continued pull, small island shown on the chart. I did they had to give in at the final trial of not see the ship steadied on it. One of the He had his courses laid down in his guide

> second, in about 2 minutes. The prizes were then distributed to the whistle. We went 14 miles on that course. successful competitors by Mrs Deane, and We then went various courses as requisite

THE STRANDING OF THE VENETIA.

MARINE COURT OF INQUINY. A Marine Court assembled at the Harbour Master's office this morning to enquire into the circumstances attending the stranding of the P. & O. Co.'s steamer Venetia, of Glasgow, official No. - 68,38 Open to all comers. Prize presented on Osaka Reef off Tenabe Point, while on a voyage from Kobe to Yokohama under This competition dwindled down into the command of Captain W. E. L. Clevery small proportions; of a sword dance ment, whose certificate of computency is numbered 81,451, on the 26th March. W. Beaton, Thos. McDonald and Wm. Mr Stokes, of Mesers Sharp, Johnson

William Edward Laurence Clement, babilitate himself in the only costume in sworn, said-I was Captain of the Venetia by W. M. B. Arthur, Esq., 3rd from harmony with the dance, made a very good at the time she had an accident off Osaka exhibition until he came to the decisive point | Reef. on the night of the 26th March. We For this race from twolve to fifteen en- when he broke down. Thereafter Consta- left Kobe on the 26th March at 4.35 p.m. tered. At first Bhola Singh, P.C. 608, had ble W. Beaten, Mr A. Hogg of the Docks for Yokohama. When we left Nagasaki, the lead, but he stumbled at the last hurdle and Constable Duncan treated the audience on the 84th March, Mr Davidson, the Comanda Chipaman named Lo Yau, P.C. No. 401 to some Scotch music on the bagpipes, all pany's pilot, took charge. Mr Davidson is who c'eared all the hurdles took the place of their attempts being greeted with hearty licensed by the Japanese Government. in front of him and came in first by two or applause by the audience. The shrill After clearing the port I called Mr Davidthree yards. The third man who was a notes of the bagpipes were evidently a son's attention to the deviation card, which good way behind was Bagwan Singh. Con- novelty to most of those present and they was in the wheelhouse nailed to the partisiderable laughter was caused by the listened with apparently unabated enjoy- tion just above the chart table. He said, mishaps of several Chinese who got clumsi- ment to the music of the Scotch Highlands | 'Very well.' Passing through the islands, transferred to a scene not altogether in between 9 and 10, I made the remark to keeping with the mother home of the rude Mr Davidson that we were passing rather close to the islands. He said the islands For the dancing the prize was award- were quite bold and it was the best plan to stations to see there was no accident.

ONE MILE HANDICAP RACE. - Open to all From what I saw of Mr Davidson I should say the ship was perfectly safe in his hands. by A. P. McEwen, Esq., 2nd and 3rd After leaving Kobe our course was set, and we got azimuths to verify our deviation. Entries: Whitbread (Naval Yard), and We found there was an error of a degree Gundah Singh (Gun Lascars), scratch, Gun- and a half on our card on a S.S.W. course. ner Davis, R.A. (20 yards), Ptes. Stacey, The wind at that time was light, and the Suchat Singh (35 yards), Ptes Butler, weather was fine. At 8.30, I heard the Hynds, Nutt, Smith, Bird, Wilkins, Pul- gong go several times, and shortly after they blew the steam whistle. I was walk-This was a very interesting contest, ing from the cabin to the bridge. I went Island Light.' There were a few other when neuring the Siwosaki Light. I then

about 10 o'clock, and the next thing - knew was hearing the steward say to some Volunteers, Fire Brigade and Police. I immediately went on the bridge and Ten a side. Fifteen feet to be pulled asked Mr. Davidson whether the shin asked Mr Davidson whether the ship was on shore. He said 'Yes, hard and fast.' I gave certain orders about the boats being cleared away and sound round the ship, and to make signals that the ship was fast to the ground. then said to Mr Davidson: This is pretty piece of work : you have put me in a very awkward position.' He replied: 'I don't see that at all. I'm entirely to blame,' or words to that effect. The wind was then blowing strong, and it was dark cloudy night. The pilot also said

· I have made a mistake in the deviation card, pointing to it; the light was so bad. That was all the conversation that took place. The night was so dark that when I came out of my cabin. I could not see that the ship was ashore, and the wind was then at the former sports it was thought blowing fresh, between 6 and 7 I think. four miles off, and he replied: Yes, a good five miles off Himonosaki, but it she had with the condition of not sitting and no Even when my eyes got accuratomed to the darkness, it was still very dark. Later on the moon came up, when we found we were surrounded by reefs. We then commenced a once to jettison the cargo. There was a lot of iron which we commenced on. expected to get off that night. When we found so much water aft, three or four fathoms, we went on jettisoning forward only, Nes 1 and 2 holds. Of course, we laid out anchors, ropes, &c. We laid out the stream and bower anchors right astern, ASIATIC CONQUEBOR'S TUG-OF-WAR .- A and hove them on board. There were ropes made fast to the bower. A wire No. 7 and 14. Prize presented by His | rope on the buwer carried away. I looked over the bow at daylight next morning. I saw she was only drawing 11 feet inches. When we left Kobe we were drawing 19 feet 5 inches. When sounding we found 5 fathoms aft the mizzenmast however stumbled at the fourth or fifth ground they had lost and on'y yielded and 21 forward, 21 on the port after gangship was not drawing any water. I had 100 YARDS RACE. - Open to Inspectors, to jettison all the cargo in Nos 1, 2 and 3 Full Sergeants and Office staff. Two holds. I have on the lines and went astern with the engines at high water. Officer Administering the Government, 1 o'clock on the 27th, the steamer Moray

came and took the passengers off. I did not Entries:-Inspectors Perry and Quincey, ask for assistance, and she went on with Mr George King, Inspectors Bremner and the passengers and mails to Yokohama. Thomson, Sergeant Simpson and Inspector | At eleven that night we again tried to get the ship off by moving the engines and Inspector Quincey made his way to the heaving on the stern lines. At 0.30, findplace, the former gaining by only a yard or There was a little leak, but it was stopped by being shored up by the carpenter. We 120 YARDS HANDICAP RACE. - For the Band then went on discharging cargo aft; we found the ship was on the ground aft. At 0.40 p.m., at high water, again tried to move the ship. At 0.45 the wire-hawser carried away. At 4 o'clock the cargo in Nos 2 and 3 holds was finished, and we sounded No. 2 hold and found one plate dented and two of the frames cracked. There was Police only. (Full winter uniform and | no leakage. At 5.10, the Omi Maru from Kobe was signalled, with Captain Byrne, Lloyds' Surveyor on board. Captain Byrne came on board : Captain Swain, commander of the Omi Maru, also came on board, and I asked him to remain until noon next day. I expected the ship to come off next day. after jettisoning all the cargo; but I did not like to risk it. Captain Swain conagain put the engines astern, and took a take place. line off to the Omi Maru and tried to move her. As the ship would not move, we kept on feets you "-Yes. discharging cargo. We went on discharging coal from the bunkers, and lowered the life boats. We came off next tide, on the 29th At 1.06 p.m. we again put the engines astern, the Umi Maru going shead.

At 1.10 the ship began to move, and at 1.15 the ship was off the feef. At 1.45 anchored in 19 fathoms of water, with the ship quite tight. There was some cargo saved. After By the President-The course set after strength in about 14 minutes, and at the officers did. I was on the bridge. She book. was steadied by the standard compass, which is aft of the wheelhouse, by means of a

and the small island, Niosima. After that

taking the courses from the log. We proceed- The pilot (Mr Davidson) and I were on the called my attention to the charte aki was abeam, two miles distant.

navigation of the ship in his hands.

pilots in these waters?—I do not think there are any special rules. We have disone of them, but the Co. hold us responsible for the safe navigation of the ship.

have never been to Japan waters before. who had ordered them to be stopped. I bridge and concentrated all my attention two minutes before the ship struck. omitted to say that after I gave the orders on the look-out. That course, S. 47° E., By Lieut. Keigwin-The land was right I spoke of I ordered the third officer to was also being steered by the bridge com- ahead. course was set shortly after 9.5. Previous | twice to clear them. About 10.30, it be- have come in without witness seeing him.

which pilots are to take charge.

to have charge until we get to Yokohama.

give the number of the English certificate house door, when the pilot gave me the very clear what course you were steering. without referring to it; it is a Sunderland order to steer S. 47° E., and he was inside, The pilot pointed to the deviation card voyage to Yokohama. We left Kobe be- S. 47° E. by the standard. I steadied the lowed both variation and deviation the tween four and five in the afternoon on the | ship on that by the standard. A minute or wrong way. 26th March. We passed through the East- two before the pilot gave me that order I Mr Davidson to Witness-If the course ern strait of Asima. -I have'nt got saw him consulting the chart and also the given and steered was S. 47 E. and the the time of that. After clearing the reef, deviation card. He consulted the chart deviation and variation were both Easterly told the officer in charge of the previous to Himonosaki being abeam: what would that make the true course? bridge to steer S. by W. At 9.5 p.m. Himo. There was a table for working the chart on 1082ki was abeam, distant about three miles. | the wheelhouse. After Mr Davidson went he ship had steadied on her course-

and so forth to refresh his memory, but he E. to S. 7° E. officer into the wheelhouse, and laying | remember asking the question as plainly as ther to add, the Court was cleared. S. At the same time I pointed out that this fore. A China gigboy had gone to the course would take us four miles clear of standard compass two or three times and Itsiva Point. I then went off the bridge for reported to me that the ship was steadied about five minutes, I think. On my return on the right course. laid a course down, drawn a line on the shown after the ship struck. all right; he replied: 'Yes, that is the two miles off Himonosaki would just true course.' That was, the course I gave land the ship where she struck. The him. I also enquired if it would take us pilot wanted to say that the ship had passed four miles off. He then went to the wheel- done that on the course she was going she house, and I measured the distance between would have passed on the other side of the line and the Cape. Seeing the distance | Isaki Reef. was correct. I glanced, not intentionally, at the log book, which was lying on the table. and happened to see the course entered on my port hand up to the time she as S. 39° E. I had every reason to believe, struck, and I had no id a of danger even seeing the line drawn on the chart that when the ship struck. the ship was making that course. About 10.36, I think, I heard the officer say port, and from where I was seated by the wheelhouse I saw a light on the port bow. | and the other on the bridge with me. Immediately after the officer came to the wheelhouse and desired me to come out and the courses ?-No. I did not hear it that have a look. I went on deck at once, and night. It was understood. before I could see clearly, coming out from the light of the house, the quartermaster | with the pilot as to the S.E. by S. course. shouted out, 'Breakers shead,' I instantly Did the pilot lay down some course on engines, and then went to get on to the No. Sir. upper bridge. While-going up the ladder | When did you write up the log !--

then held some conversation with the Cap- So far as I know the entry 'S. 39° E. tain, and then went into the wheelhouse. was nover in the true course column in Some time elapsed, and on his return he the log at any time that night. said : 'The ship's made a course S. 55° E.

true. I had no further conversation with and a deck log. The ship's log was a coranybody on board the ship about the rect copy of the deck log. I am quite sure accident. I may mention that the shade of the pilot said 47 not 37. I did not call the the lamp threw a shadow on two-thirds of Captain because I thought the pilot was the deviation card. Captain Clement, - When you wished the on the port side and as I had no doubt course act to S.E. by S. what course did the course, in fact I was quite sure the

you give? Witness-S.E. 37° E .: The deviation card was here put in, and

on a certain part which he said prevented clear of the land because the pilot him from making out clearly East from told me so.

member any conversation we had.

And that I alone am to blame?'-I courses, but these were exceptions. alone? I beg your pardon. I remember | Did you not verify these courses I gave you saying that I had placed you in a se- you?-Yes on every occasion I think I did,

nothing to do with it so far as I can see. Do you remember pointing to the mistake 1-Yes. I confers that I made a ly not mistake in that respect. I don't think I nointed it out. The Court was then cleared, and on its | You say you did not put the course in

reassembling, a number of questions were the log book, not even in pencil, nor lay view of clearing up what he wanted by mark. steering a S.R. by S. course. That was | When the Captain left the bridge did he Police only. Three prizes: 1st pre- team, fortified their position by digging standard, S. 18 We true. Mr Davidson troubled himself with the charts, as the P. course 1-No. & O. officers had been in the habit of taking true courses. That was not his habit.

The Court then adjourned for tiffin. Henry Sands Bradshaw, sworn, suid-Iam third officen of the Venetia, and hold a second mate's certificate. I was officer of the first fullest confidence in your course, Pilots Gold Lorf 99 fine ... ... \$30.60 watch on the night of the 26th March. 1 took ever charge of the watch from the chief

write up the log. At 9.5 the island of pass, which agreed with the standard com- By Mr Davidson-He could not remem-Himonosaki wasabeam, S. 83°E., distance 2 | pass. There were a great many native | ber of the third officer being in the wheelmiles, the course then being S. 47° E. That | boats about, and I had to port the helm | house by himself at any time. He might to that the course had been S. 11° W., true came so densely black that I thought it as the door was behind him. S. 7° W., and we passed the Light on that necessary to call him, and I went into the George King Wright said he was chief wheelhouse and called him. Immediately officer of the Venetia, and held a master's By Lieut. Keigwin-I did not know what I stepped out on deck again, the bank of certificate. After getting the boats lowered. the proposed course was. I did not see cloud lifted, and there was a strong appear- witness went on the bridge and asked the the light. I was on the port side of the ance of land. I shouted at once to the man pilot what course he had been steering, and quarter deck walking up and down. It was at the wheel 'port the holm.' By this time | the pilot replied that he had passed two high water about 11 that night. My cabin Mr Davidson was out, and he gave the orders miles off Himonosaki and was steering S. 47° is aft. I don't know of anything in the hard-aport and stop the ship, which was done E. by standard compass. He then went to Co's regulations regarding the limits in immediately. Almost immediately after the chart room, and took the parallel rulers the ship took the ground. I asked Mr Da- and measured off the course, and showed By Captain Orr-The pilot is supposed vidson what he would do now; and I asked the pilot that he had just steered for the him if he would go astern, and he said spot where they had struck. He next This completed Captain Clement's evid- No. we are too well on ground. I gave asked the pilot what course the pilot had the order to sound the wells, and by that intended to steer, and the pilot said S.E. William Sherrard Davidson, sworn, time Captain Clement was on the bridge. LE. magnetic. Witness said: You were said-I am a pilot licensed by the Japanese. By the President-The position of the doing so. The pilot then corrected him-Government. I have an English and also ship at 9.5 was arrived at by a four-point self and said he meant to stoor S.E. & S.

the president interrupted by asking what I went straight out again. he was reading. Witness said he was read. By Lieut. Keigwin-We have steam any part of the wheelhouse. When turned ng his statement made at Yokohama. The stearing gear. The ship answered her down the card could still be read. President said he might refer to it for times | helm just before striking, going from S. 47° | Mr Davidson-I beg to point out that

found the officer at work on the chart. Did you lay off any of the courses on I looked over his shoulder, and saw he had this chart?-Yes, I laid off the two lines chart. I then enquired if the course was | Why?-To satisfy myself. I found that

Did you see any breakers just before you

struck 1-No. Everything looked well clear Who had you on the look out !-An able-

bodied seaman named Humphreys and two lascars: one lascar being on the forecastle You heard of the captain's order to verify

By the President-I had no conversation

gave the orders hard-a-port, and to stop the the chart and call your attention to it?the ship took the ground. Some few seconds | generally took notes and wrote it up after after, speing the ship was hard and fast, I my watch was finished. On this particular came off the bridge and asked the officer occasion, not a word was written in the log how he had been steering. He replied | until one o'clock on the morning after the 'S. 47° E.' The Captain then came up and ship struck, after I had been an hour down enquired how we had been steering. I re- below breaking up the cargo. When quested him to look at the log book and on I came to write up the log, as usual, the chart. The Captain, I think, did look I put down the three courses, S. 470 E at the log and on the chart. Then the chief | hy standard and steering compasses, and S. officer came up and he asked me how we 550 E. true. I found out the true course had been steering. I simply repeated what by consulting the deviation card. I had the third officer told me 'S. 47° E.' The chief | not consulted the deviation card before.

> By Captain Orr-There were a ship's log in sole charge as I saw the land quite clear course was to take us two miles clear of the

By Lieut. Keigwin-I was sure the witness pointed out that the shade was cast course was to take us two miles

By Captain Clements - I did not hear the Do you remember a conversation we had pilot assign any reason for the accident. when I came on deck !- No. I don't re- The first time I heard S. 37° E. mentioned was before the Consul at Yokohama-Did you hear me say 'You have put me By Mr Davidson-Your usual custom in by plaintiffs, and at the close of the evidence in a very awkward position?"-Yes, I re- giving me orders was to give me them Mr Satow awarded plaintiffs 1,500 Ticals sented to remain on board. At 11.15 we member that something of that kind did exactly as you gave them that night, You consulted the deviation cards and chart and And you said: 'I don't see that that af- give me the course by standard compass. Once or twice you gave me magnetic

> rious position, and that I said: You have because at these times you kept a look-out on the bridge. After we passed Himonosaki were we deviation card, and saying you had made a not clear of the native craft !-- No, certain- ladies how to act in cases of emergency.

How often did you have to alter the course !- Twice.

How was it you always verified the courses,

and did not o ao on this occasion !- You Credita came into the wheelhouse and lay down Documentary 4 months wight there while I was standing by the chart India, Wice, .... table, and knowing we had had two narrow shaves before of running down junks I was Shanghay demand anxious about the look-out, and I had the . 30 days night, private 72 courses ouce laid down are taken as Gospel. Sovereignes ...

we steered S. 11° W. by the standard com- loffloor at 8 o'clock, and he kave me the You had left me in charge before when we pass, S. 7° W. true. That was at 6,40. I course S. 11° W. standard and S. 7° Watrue. were among native craft; that was not in went below 5 minutes before that. I am The ship was going 12 knots by the log. the narrows however, I deny that you ever

ed on that course until 9.5, when Himono- bridge. At that time there was a good deal William Humphreys, sworn, said he was of shipping about, a few steamers and a mubble seaman on board the Venetia. He What is your custom with the pilot? great deal of native craft. The course was at the wheel from 8 to 10 on the night After he has given a course do you lay it off given was steered until 9.5, with occasional she struck. At 8 o'clock, the ship was on the chart and see if it is correct !- No. alterations to clear shipping. Then Himono- being steered S. 15° W. by the steering I do not. I asked the chief officer if he saki was abeam, distant two miles. Cap- compass. That course was altered 2 degrees. was steering E of S. and he said he tain Clement had left the bridge about 9 at 8,20, then 3 degrees. Just after 9, was steering Westward of S. I had no other o'clock, giving me instructions to call him witness heard the pilot tell the third officer conversation with the pilot about the course | when Siwo Misaki was abeam. The pilot | to alter the course to 8. 47° E. The third other than what I have related; I left the then gave me the course to steer S. 47° E. officer then went afte and steadied the ship I went aft to the standard compass and by the standard compass, by whistle. Have the Co. any special rules about steadied the ship on this course. Then I Witness got his orders by whistle. When steacame up and reported to him that the ship | died, the steering compass showed a course was steadied on S. 47° E. The pilot left the S. 47° E. He kept the ship on that course tinct orders that we are to engage a pilot, bridge for about a minute. The instant he until he left the wheel. He could not say and there are two men who are specially came an again. I went into the chart room how often the pilot and the third officer engaged for the company. Mr Davidson is with the intention of laying down the were in the wheelhouse together. He was course. The pilot came into the wheel sure they were in together once. He house and lay down in the bed there. I heard them conversing but what their Have you been this voyage before ?-I asked him if he was quite sure of his course, conversation was abd ho could not and he said he was quite sure of his course say except that he heard the pilot say : When you came out of your cabin were | if our compasses were right, and that that | If the compasses are correct my course the engines moving !- They were stopped, course would take him 2 miles off Siwo is correct.' The third officer was in the but I was not sure until I went on the Misski. As we were passing a good many wheelhouse he should say for two or three bridge as the wind was so strong. I did junks, I was anxious about the look-out minutes. After he left the wheel he went not know at that time when they stopped; The night was much darker, and the wind on watch on the forceastle. The night was but I knew directly after; nor did I know | was in the N.N.W. So I went on to the very dark, and he saw no land until just

Japanese Master's certificate. I can't bearing. I was standing at the wheel- Witness then said: You don't seem to be certificate. I am also specially engaged as and the man at the wheel said, 'S. 47' and said he had allowed the deviation the pilot to the P. & O. steamers. I went E. and steadied the ship on that course, wrong way, as the lamp threw a bad light. on board the Venetia at Nagasaki for a I took that to mean that we were to steer upon it. Witness said he must have al-

Witness-S. 39\* E. By Lieut. Keigwin-There was no diffithen gave the officer the course, S. 37° E. off the bridge I went in to check the course culty in seeing the card. There was a ke-The third officer was on watch then. After laid down on the chart, but Mr Davidson rosine lamp, with a bright shade, which came just then, and as it was a black darkened the card a little. But when Witness was reading his evidence, when night and I was anxious about the shipping turned up, it threw a brilliant light which would enable one to road small print in

the shade is of copper. could not be allowed to read any statement. What made you ask the pilot if he was The Court intimated that they had now Resuming, witness said-After the ship sure of his course?-I don't know what all the evidence before them they desired. had steadied on her course, I called the made me do it, nor what led up to it, but I and Captain Clements having nothing fur-

parallel rulers over the courses on the possible. We had had some conversation. On its being re-opened an hour later, the chart, I told him I wished to make S.E. by I had never been on the same voyage be- President delivered the following finding.-We find that the British steamer Venetia. official No. 68,388. William Edward Lau-

rence Clement, master, whose certificate of competency is 81,541 of London, left Kobe on the 26th March, 18-6, on a voyage to Yokohama, having on board as Pilot William Sherard Davidson engaged by the P. & O. Company for service in their vessels and who holds a license isaned by the Japanese Government. That at about 10.40 p.m. the same day.

the Venetia stranded on Isaki Reef, near Cape Tenabe. That after jettisonning a quantity of cargo the ship was got off at about 1, 20 p.m. on the 29th March, and the ship not having apparently received serious damage and not making any water, the Master pro-

ceeded on his voyage to Yokohama, where she arrived on the 30th March. We are of opinion that the casualty was brought about by an improper course being steered after leaving Himonosaki. Point in determining which the error of the compass was wrongly applied by the Pilot in whose charge the Master had left the ship.

The Court, after due deliberation, finds that the Master committed an error in that he having regard to the attending circumstances, omitted to verify the course set by the Pilot, and had he done this the casualty would have been avoided. but seeing that there was a liceraed Pilot in charge in whom he considered he might depend we do not consider that this amounted to a wrongful act or default, and the Court therefore do not deal with his certificate, which is therefore returned to him.

The Finding was signed by all the mempers of the Court. The Court then dissolved.

Bangkok. (From our Correspondent.)

BANGKOK, 7th April. A case that has excited some interest in this place was tried at the British Consulate by Mr Satow, H. B. M. Minister, on the 12th and 13th ulto. During the month of February a letter appeared in the Stant Weekly Advertiser, signed Impartial Inquirer, reflecting on the character of three gentlemen holding public positions here. No names were mentioned, but any one acmainted with the place reading the letter would have no hesitation in singling out the parties meant. These gentlemen. Capt. Bush, Harbour Master: Mr. Hamel, Dutch Consul; and Mr Panorow. Post Mester. brought an action against Mr. S. J. Smith. editor of the paper, for publishing the letter referred to. Several witnesses were called

damages. Dr Willis has just brought to a close a very successful course of lectures to ladies in connection with the St. John's Amoulance Association. The lectures were given weekly in the hall of the new hospital and were attended by nearly every lady in Bangkok. Dr Willis desires the thanks of the community for his efforts to increase the usefulness of the hospital and instruct Another lot of houses was burned down on the night of the 15th in the neighbourhood of Sampen. No socidents reported.

Exchange. Hondsong, April 19, Bank, Wile, ... .. 8/34

30 days aight. 4 months sight, ...... denind ...

Vessel's Name,

Vassil's Name.

obksang

Peking

Hoihow

Lee Sang

Christian

F. Grampo

Kiang-Kwan

Chateaubriand

Queen Emma

T. O. Shanter

Ringleader

Bowfell

Formosa

Mendota

Nervion

Ventura

Vigilant

Walls Castle

Centennial

Edwin Reed

Great Surgeon

Hiram Emery

Lottie Moore

E. F. Whitney

Wilhelm Anton Ger. bge.

H. J. Libby

Highlander

Lady Dufferin

Cecile Anger

Cockermouth

E. L. Pettingill Amer. bqe.

J. E. Ridgway Amer. sh.

Har. Campbell Brit.

Belted Will

Don Enrique

E. T. Crowell

Kelverdale

Store Nordiske Danish

YokohamaMaru Japanese

Yoritomo Maru Japanese

Belle of Bath Amer. sh.

G. R. Skolfield Amer. sh.

Kumasako Maru Jap. bue.

G. R. Skolfied Amer. sh.

Kanagawa Maru Japan, boe.

Kozaki Maru Japan. bqe.

B. P. Chency Amor. sh.

P. N. Blanchard Amer. sh,

- Brit.

Johann Carl

Kristina Nilsson Ger.

Mary Stewart Brit.

Remarks.

Destination.

Anglo Indian

Kwang Lee

SHIPPING IN CHINA, JAPAN,

PHILIPPINES, AND SIAM

Waters.

WHAMPOA.

Brit.

Brit.

Gor.

AMOY.

In port on April 15, 1886.

MERCHANT STEAMERS.

Gorman

British

British

Gor.

Ger.

Ger.

Brit.

Ger.

FOOOHOW.

merchant stramers.

MERCHANT BAILING VESSELS

Brit. bqe.

SHANGHAI.

MERCHANT HTEAMBES.

In port on April 12, 1686.

 $\mathbf{British}$ 

German

Chinese

British

French

Chinese

Chinese

Chinese

French

British

British

British

British

British

MERCHANT SAILING VESSELS.

Swed. bgs.

Amer. bge.

Brit. bge.

" Norw. sh.

Amer. sh.

In port on April 3, 1886,

Aust. sh.

YOKOHAMA.

In port on April 5, 1886.

Brit. bae. Brit. sch.

Brit. bge.

Amer. sch.

Amer. sh.

Brit. sch.

Brit. bqe.

Amer. sch.

Amer. bge.

HIOGO.

Brit. bqe.

Amer. sh.

Amer. sh

MANILA

In port on April 1, 1886.

Amer, sh.

Brit. bqe.

Amer. bge.

Span. bqe.

Span. bqe. Amer. sh.

Brit. bqe.

HOILO.

Am. sh.

Amer. sh.

Amer, bge,

Amer. bge.

Amer. bge.

Amer, bue.

Amer, bqe.

CEBU.

Amer. sh.

Amer. bge.

BANGKOK.

In port on April 10, 1886.

Brit.

In port on April 13, 1886

Amer.

Amer.

Brit.

Ger.

Brit.

Brit.

NAGASAKI.

Chi, bqe. Laid up

British

Hongkong

Marseilles

London

Hankow, &c.

Hankow, &c.

In port on April 10, 1886.

German

British

British

bge.

MERCHANT SAILING VESSELS.

Brit. bge.

Ger. Sm. sc.

Flag & Rig.

str.

str. Shanghai

str. Shanghai

str. Bhanghai

Hongkong

#### Insurances.

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE-SINGAPORE.

TE are prepared to GRANT POLICIES against FIRE on usual terms at Chrrent Rates. All Contributors of business, whether Shareholders or not, are entitled to Share in the  $oldsymbol{Bonus}$ ADAMSON, BELL & Co.,

Hongkong, July, 1885.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First,

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department.

Policies issued for long or short periods at enrrent rates. Life Department. Policies issued for sums not exceeding

£5.000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

LANCASHIRÉ INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, -Two MILLIONS STERLING.

MHE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms

and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867. THE STRAITS INSURANCE COM-PANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES ON MARINE RISKS to all parts of the World, at current ARNHOLD, KARBERG & Co. Hongkong, November 5, 1883. NORTH BRITISH & MERCANTILE

INSURANCE COMPANY. THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882. NOTICE.

QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent. net premium per annum. NORTON & Co., Agents.

Hongkong, May 19, 1881.

## Intimations.

JARDINE, MATHESON & Co.'s PIERS AND GODOWNS, WEST POINT.

THESE are now in Working Order,-STRAMERS are BERTHED at the Wharf. and Cargo received and stored at Cheap

The GODOWNS are two storied, dry, airy, and well suited for the STORAGE of SILK, COTTON and WOOLLEN PIECE GOODS, as well as GENERAL MERCHANDISE. Advances made on Cargo stored. For Rates and further Particulars, apply

to the Manager, or to JARDINE, MATHESON & Co. Hongkong, December 2, 1885.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and Sailine Vessels alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN OF MERCHANDISE in First-Class Granite Godowns at Cheap Rates. Also Coals in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE or CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

For further Particulars, apply to W. KERFOOT HUGHES, Pedder's Street.

Hongkong, February 17, 1886. SUMMER TIME TABLE.

THE KOWLOON FERRY. STEAM-LAUNCH MORNING STAR

Runs Daily as a FERRY Boar between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15th APRIL, 1886. WEEK DAYS. BUNDAYS.

ecres Kiloon, Leaves H.K. Leaves Kiloon, Leaves H.K. 6.00 a.m. 7.00 a.m. 6.00 a.m. 7.00 a.m. 9.00 ,, 12.30 p.m. 12.30 p.m. 1.00 p.n 4.30 6,15 6.45 ,,

\* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly Company's Office. adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

#### Intimations.

THE HONGKONG DAIRY.

TR. KENNEDY having received a IVI number of First Class MILCHCOWS is again in a position to SUPPLY his old customers and the Community with FRESH Orders sent to the Repository will be punctually attended to.

Hongkong, February 17, 1886.

GRIFFITH'S OF HONGKONG

NOW READY,

DUDDELL STREET. GRIFFITH & Co.. MANUFACTURERS

OF THE ERATED WATERS, 1. DUDDELL STREET,

Continue to Supply: WATER, LEMONADE, GINGERADE. Tonio RASPDERRYADE, SELTZER &c., SARSAPARILLA O At the same Moderate Charges.

Hongkong, June 9, 1885.

THE HONGKONG ICE COMPANY, LIMITED.

CHAREHOLDERS are hereby notified that on Presentation of their SHARE CERTIFICATES at the HEAD OFFICE of this Company, NEW ONES will be issued in Exchange, in accordance with the Resolution recently passed.

JARDINE, MATHESON & Co.; General Managers.

Hongkong, March 31, 1886.

NOTICE. HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-

satisfaction. D. GILLIES, \_Secretary\_ Hongkong, August 25, 1885.

GRENADE FIRE EXTINGUISHER

DY Order of H.E. the OFFICER Ad-D ministering the Government, GOV-ERNMENT HOUSE has been FITTED with the above. E. CLARK,

Hongkong Hotel. Hongkong, March 22, 1886.

DENTISTRY.

FIRST CLASS-WORKMANSHIP. MODERATE FEES. MR. WONG TAI-FONG.

Surgeon Dentist. Formerly Articled Apprentice and Lat-TERLY ASSISTANT TO DR. ROGERS,) A T the urgent request of his European A and American patients and friends, destined to ports beyond San Francisco, has TAKEN THE OFFICE formerly oc-should be sent to the Company's Offices, cupied by Dr. Rogers, addressed to the Collector of Customs, San cupied by Dr. Rogers,

No. 2, DUDDELL STREET. CONSULTATION FREE. Discount to missionaries and families.

Sole Address 2. DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

NOW READY.

THE COMMERCIAL LAW AFFECT ING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTUY LAWS IN HONGKONG.

Copies may be had at the China Mai Office, and at Messra. Lane, Chawtorn & Co., - Price, 75 cents.

SAILOR'S HOME.

NY Cast-off CLOTHING, BOOKS, or A PAPERS will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK

SEA PORTS, APLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 20th of April, 1886, at Noon, the Company's S.S. MELBOURNE, Commandant DE LA MAR-CELLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for London as well as for Marseilles, and ac-

principal places of Europe. Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 19th April, 1886. (Parcels are not

cepted in transit through Marseilles for the

to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required. For further particulars, apply at the

G. DE CHAMPRAUX.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills Lading for BATAVIA, PERSIAN PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

THE HARDEN STAR HAND THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 24th Instant, at 3 p.m. Connection being made at Yokohama. with Steamers from Shanghai and Japan

Wandering Minstrel... 3 c Hudson ...... Brit. bqtin. | 366 April 14 Arnhold, Karberg & Co. Francisco. . For further information as to Freight or Passage, apply to the Agency of the

Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, April 3, 1886.

U. S. MAIL LINE, PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA. OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on WED-NESDAY, the 5th May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers. RETURN PASSAGES.-Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within aix months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Europe. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo

destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

O. D. HARMAN,

Hongkong, April 14, 1886. NOW PUBLISHED.

DUDDHISM: ITS HISTORICAL, D THEORETICAL AND POPULAR ASPECTS, ERNEST J. EITEL, Ph.D., Turing. THIRD EDITION

REVISED, WITH ADDITIONS Price, • • • • • • \$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

### Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into ten Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Date of

Consigned or Agents.

6. From Peddar's Wharf to the Naval Yard. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf 7. From Naval Yard to Blue Buildings 3. From Jardine's Wharf to the Harbour Master's Office. 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 10. Kowloon Wharves.

Flog and

Captain.

١,	THE PENINSULAR AND ORIENTAL STEAM		<b></b>			<b> </b> -		• • • • • • • • • • • • • • • • • • • •				Kristina Nils
ון	NAVIGATION COMPANY'S Steam-ship	Education .	- [	. 1		- 1	٠					L'Avvenire
١.	MAYIGATION COMPANY & Security	Steamers	ĺ		, .	. }	- 1					Mary Stewar
!	THAMES, Capt. W. A. SEATON, R. N.R.	la		D21	D_21	أنب	1650	4 23 - 14	المساوية والمارات	Amoy and Shanghai	To_morrow	
	with Her Majesty's Mails, will be despatched	Ajax	) CII	Kiloy	Brit.	1	,	•	1,	winny wing pususing	то-шоттом	Nicdorhoff.
1	from this for LONDON, via BOMBAY	Alwine		Moos	Ger.	etr. 📒	I	_ •	BA. R. Marty	]		Scoloo
ן :	and SUEZ CANAL, on FRIDAY, the	Alwine	h	Hamlin	Brit.	etr.	. 678 ∣	Jan. 31	l Russell & Co.		Laid up	Therese
1	OD-1 A-il at the	Angerton	} hk	)er	Brit.	etr.	2800	April 17	Siemssen & Co.			Wagrien
-	23rd April, at 4 p.m.	Antonio Munoz	0	Para .	Snan				Order = -	Amoy and Manila	To-morrow	Brion
	Cargo will be received on board until	Antonio Blunoz		Januari,	D-1	342					To-morrow	-
1	10 a.m. on the day of sailing.	Ashington	C	gepworth	DILL	str.	L		Siemssen & Co.	1	1	
l	Parcels and Specie (Gold) at the Office	Canielot	4	Jaily	Brit,				Bun Hin Chan	1	K'loon Dock	•
١.	until 10 a.m. on the day of sailing.	Camorta	(	Oreille]	Dutch	str.	1482	Oct. 16	Jardino, Matheson & Co.		K'loon Dock	In po
l	Silk and Valuables for Europe will be	Canton 2	} h ]	Breinner	Brit.	str.	1111	April 17	Jardine, Matheson & Co.	Shanghai	To-morrow	M
İ	transhipped at Colombo; Tea and Gen-	Colobon	i eli	Hann	Dutch			· •	Jardine, Matheson & Co.		21st inst.	China
١	transhipped at Common, tea and con-	Character 19	1	Vandt	Con	str.			Melchers & Co.		To-day	Nanzing
١	eral Cargo for London will be conveyed	Chow-endw-too	, ' <u>'</u>	**	Ø		1107	A	Eduard Schollhass & Co.			Thales
l	vid Bombay without transhipment, arriving	Douteros	) C]	Lutinjens	Ger.							
ŀ	one week leter than by the ordinary direct i	Diamante	) n 1	vicuasiin	BIII.	etr.			Russell & Co.		2712 W. 3	MERC
ŀ	ronte via Colombo.	Dicky		Hochrenter	Ger.	atr.			Wieler & Co.	***************************************	K'loon Dock	Satsuma
1		Drachenfels	3 c	l'arce	Ger.	str.	1559	April 18	8 Melchers & Co.			
ļ	For further Particulars regarding	Cilaland	3 ~ 1	D'Eoville	Brit.				Siemssen & Co.	Bangkok	To-morrow	£ 1
l	FREIGHT and PASSAGE, apply to the	CI I		Zaskanna	Reit			4	6 Captain			In p
ł	PENINSULAR & ORIENTAL STRAM NAVIGA-	Gratton	3 C	ochoorne	D.24				. 1 .~	Homow, &c.	21st inst.	P
l	TION COMPANY'S Office. HODEKODE.	Grevhound	ותנ	inomas	DIII.	str.			8 Adamson, Bell & Co.	intomow, acc.	TEL IDEA.	D
l	The Contents and Value of Packages are	Gulf of Suez	s cil	Laws	Bnt,	str.		• -	6 Gibb, Livingston & Co.			Deccan
l	required to be declared prior to shipment.	Hailoong	1	Wyllie	Brit.	str.	277	April	8 Douglas Steamship Co.	1	K'loon Dock	Elsa,
l	Shippers are particularly requested to	Dainhong	5 h l	Harris	Brit.	etr.	1122	April 1	B Douglas Steamship Co.	Coast Ports	21st inst.	Fayew
ļ	Shippers are particularly reduced as	Horseguards		Phamenn	Rrit	str.	·		Adamson, Bell & Co.	Saigon	To-day	Ghazee
l	note the terms and conditions of the Com-	norseguards		THORIBULE INTER	D-i-				6 Arnhold, Karberg & Co.		To-morrow	Iraouaddy
l	pany's Black Bills of Lading.	Kaisow	) (P	I nombon		SUL.	1000	Thirt T	of thiological transports of co.	1 13		
ı	Passonwers desirous of insuring their bag-	Kwang Lee	3 h .	Andrew ,					9 C. M. S. N. Co.		To-morrow	Kiang-Kwan
┥	warm and an on application at the Com-	Lounds	3 cli	Thearlo	Brit.	str.	1327	April L	3 Adamson, Bell & Co.		To-morrow	Kiang-piau
ţ	pany's Office.	Madras	1	Plenge	Brit	str.	1096	Mar. 1	l Siemssen & Co.		K'loon Dook	Les Yuen
L	• •	Melbourne	li	Marcella	Reb	str.			7 Messageries Maritimes	Marseilles, &c.	To-morrow	Melbourne
l	N.B.—This Steamer takes Cargo and Pas-	Melooning	9 N		Duit	str.			4 Yuen Fat Hong	Swatow & Bangkok		Peking
ı	sengers for MARSEILLES.	Mongkut	3 N	LOU	Della					Saigon	To-morrow	Poochi
١	. =	Mosser	3 h	£itjck	Brit.	str.	1020	April 1	4 Russell & Co.	1 <u>-</u> _	TO-IIIOXION	
ŀ	A. McIVER, Superintendent.	Natal	o c	Such	Fren.	str.			7 Messageries Maritimes	Shanghai		Prometheus
ı	Hongkong, April 14, 1886. 753	Pasig	8 c		Chi.	str.	284	Sept.	4 Chinese	Repairing Wanchai		Store Nordi
l	Hortikonig, April 14, 110 o.	Pilot Fish	6 6	Storani	Brit.	tug.	161	June	2 H. K. & W. Dock Co.			Sual
ı		D. A -	2 2	Silvanaan	Cor	str.			0 Eduard Schellhass & Co.	Saigon	To-morrow	Wuchang
ı	Occidental & Oriental Steam-	Protos	) U	901 СПВСД	Dail.				6 Gibb, Livingston & Co.	Hoihow	To-morrow	YokohamaM
1	Occidentation of items and promin-	Resamond	4 C	aiorueman	Dric.	str.				Manila	fo-day	Yoritomo M
ŧ	Ship Company.	Stanmore	2 c	Devereux	Brit.				3 Russell & Co.	nramita	AU-tusy	
ł	enth conthura.	Strathleven	5 cl.	Реатвоп	Brit.	str.			7 Adamson, Bell & Co.			Yuen-wo
ı	<del></del>	Taichiow	3 h	Newton	Brit.	str.	862	April 1	8 Yuen Fat Hong	1		MER
ł	TAKING CARGO AND PASSENGERS	Tasang	o h	Davios	Brit				4:Jardine, Matheson & Co.	Calcutta, &c.	24th inst.	Belle of Bat
1	TO JAPAN, THE UNITED	Tasaug	5 41 ·	May 100, , , , , , , , , , , , , , , , , ,	Rait				6 Butterfield & Swire			Belted Will
ļ	STATES, MEXICO, CENTRAL AND	Taiwan	οc,	čieda								Chingtah
١		Tantallon	8 c	Partrige	Brit.	str.	1909	April	4 Siemssen & Co.	TA	00-3 :	
l	SOUTH AMERICA AND EUROPE,	Thames	5 c	Seaton	.∤Brit.	str.)	2131	Feb. 2	7 P. & O. S. N. Co.	Europe, &c.	23rd inst.	Don Enriqu
1	VIA	Thibet	5 c	Mudie	.Brit.	str.			.9 P. & O. S. N. Co.	Yokohama & Kobe		Dorothy
ı	THE OVERLAND RAILWAYS,	Venetia	5 c	Clement	Brit.	str.	1609	April 1	2P. & O. S. N. Co,	Bombay, &c.	22nd inst.	E. T. Crowe
١	AND	7 61614	0 0	Determ	Reit	otr	1271	April 1	9 Buri Hin Chan			G. R. Bkolf
1	ATLANTIC & OTHER CONNECTING	Venice	<u>3 U</u>	recers	10224	i.		A COURT	6 Russell & Co.	Amoy & Manila-	To-day	Kelverdale
١		Zafiro'	D C	TRIDOL	. Drie.	etr.	010	Phir 1	Tuber to ov.	zinoy to manin		Kumasakol
ı	STEAMERS.			. "		· 1	•	] `				
l		Sailing Vessels			1 .							Norway
1	THE Steamship SAN PABLO will be.	Summe vonion	-		1	.	. Tel					Sea Witch
١	despatched for San Francisco, via	Annie Johnson	4. L	H-11	Amer.	bae.	947	Jan.	Kwang Ying Chong			
1	Yokohama, on SATURDAY, the 24th	Anne Jonuson	E U	T 4	Clar	hoo	1296	Jan 3	O Carlowitz & Co.	Hamburg		
	Instant, at 3 p.m.	Augusto	ျာင	0086,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0-24	ndc.	64	Figh.	26 Captain			In
	instant, at o pain.	Breeze	7 ¢	Kobinson	. Brit.	BCII.	29		ام	•		G. R. Skolfi
	Connection being made at Yokohama,	1.500 1.31	ILT L	i 13 k o i e o	18 224 00	77 M T. I	1 114	April	Ö		The state of	Transport
	with Steamers from Shanghai and Japan	Calistora	<b>8</b> h	Manson	. Brit.	sh,	T00 I	Mar.	lō Russeil & Co.			Kanagawall
١	ports.	Centaur	4 k	Offersen	.Ger.	bge.	400	while	Zi w teler & co.			Kozaki Mar
١	All Parcel Packages should be marked to	Channel Queen	2 ~	Le Lacheur	Brit	bae.	609	Jan.	13 Eduard Schellhass & Co. 🔧	Havre & London		Leonora
-	address in full; and same will be received		7 1.	Dialand	Resit	hoo	1307	Mor	5 Order			
1	at the Company's Office, until 5 p.m. the	Cheshire	CE K	FICKRIU (1)	. 10110	Due.	1000	Ton 7	lo Order			
		TAJ. P. AMBERBUM SASSASSIS	3 C	Atherton	Amer.	* BII.	. 1000	3.5				In
ļ	day previous to sailing.	Delfino	8 c	Brignati	. Ital.	bge.			3 Jardine, Matheson & Co.		CO. TO.	1 '- '
'	RETURN PASSAGES.—Passengers, who	Elizabeth Nicholson	i	Grierson	.Brit.	DGC.	An t	Mar.	11 Order	**************	K'loon Dock	Ada
-	have paid full fare, re-embarking at San	Pilon & Rood	4. ^	Hatheld	. BITT.	EDL I	170V	Jan, 2	26 Order	New York	1	Archimede
	Francisco for China or Japan (or vice versa)	Francisca	Ri	lumpfer	Ger	sch.	74	Mar.	5 Blackhead & Co.			Beatrice
	within six months, will be allowed a discount	Fred. P. Litchfield	3 1	Roptiott	Amer	haa	1042			1		B. P. Chene
	of 20 % from Return Fare; if re-embarking	red. r. Latenneid	OK.	D0111066 *******	Cia-	han	505	Anmil	4 Siemssen & Co	1	1	Chateaubria
			ပ <b>်</b>	spiesen	, cer.	nde.	טעט יייטיוי	Paris 4	C/Paleatina Mina		***	Diana
	within one year, an allowance of 10 % will	$1 \cap C_{-} \cap $	17 h	Dinnining	Amar_	Rh.I	11)44	labrii l	O Lakasina Mino		T 5	
	be made from Return Fare. Pre-Paid Re-	Granita State	lō k	Fitz	. Amer.	BD.	1024	prec	A Douglas Lapraik & Co.	L		Emily
	turn Passage Orders, available for one year,	Hecla	3 .	Dav	Amer.	sh.	1475	Jan.	3 Melchers & Co.	San Francisco		F. Billings
	will be issued at a Discount of 25 % from	Hydra	K 1.	Ringa	Ger	boa	785	Feb.	5 Gonsalves & Co.	Honolulu		Guam
•	Return Fare. These allowances do not apply		<u>~</u> ∧	Skamoa	Arrion	Tab.	1307	I		<del></del>	1	Byderabad
	l		ם ע	DL-11	A	ابلام	10/7		2 Order			K. Nillson
-	to through fares from China and Japan to	John Currier	4 C	pletuen	'amer.	BIJ.	1041	Mail.	a Cruss O Bostonial A le Contra	1	1 :	Nemo
	Europe.	Josephus	18 c	Rodgers	. Amer.	8h.	Terl	Dinr. 2				
J.	Consular Invoices to accompany Cargo	Melbrek	4 c	Lightbody	, Brit.	pde.	807	DIRT. 2	Ometeners & Cor	1		Penelope
	I destined to make beyond Con Transissa.		آما	1,, 4	1 . 1	4 - <del>-</del> - }	EOA	[Ammil	3 Arnhold, Karberg & Co.	1	1	P. N. Blanc
r	destined to ports beyond San Francisco,	! Mount Labanan	V   V	Netron	Am	une.	ับอบ	արևու	Optimized, sembore to box	· · · · · ·		
	should be sent to the Company's Offices,	A MICHARY ELECTIONS	2 k	Nelson Bailev	. Am. bq . Amer	bae.			6 Arnhold, Karberg & Co.	New York		Rose

## Mer Britannic Majesty's Ships in the China Squadron.

Amer. bqc. 704 Sept. 16 Arnhold, Karberg & Co.

Name. Rig.		Tons.	Gunz.	[.I.H.P.	Coptain.	Where at.	
Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Shanghai	
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong	
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Hiogo	
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Nagasaki	
Cockchafer	gunboat	465	4	470	LieutCom. H. H. Boteler	Foochow	
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Hongkong	
	composite sloop	940	4	920	Commander Davis	Singapore	
Daring Esk	double-screw gunboat	360	3	340		In reserve	
	gunboat	465	4	470	LieutCom. H. R. Adams	Port Hamilton	
Espoir	gunboat	455	4	460	LientCom. D. L. Dickson	Canton	
Firebrand	1 0	940	4	840	Captain J. P. Maclear	Manila	
Flying Fish	sloop corvette	3750	10	50CO	Captain M. J. Danlop	Hongkong	
Leander		756	5	1050	Commander W. Marrack	Chefoo	
Linnet	double-screw gun-vessel	430	. 4	430	LieutCom. W. M. Maturin	Singarore	
Merlin	gunboat	603	4	470	Commander H. J. Robilliard	Hongkong	
Midge	double-acrew gun-vessel	1130	8	970	Act. Com. A. M. Farquhar	Shanghai	
Pegasus	composite screw sloop	830	3	690	Commander W. U. Moore	Shanghai "	
Rambler	Bloop		-				
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Hongkong	
Swift	double-screw gun-vessel	756	5	1010	Commander A. C. B. Bromley	Hongkong	
Tweed .	double-screw gunboat	360	3	340	-	In reserve	
Victor Emanuel	receiving ship	5157	14		Commodore Morant	Bongkong	
Vigilant	paddle despatch-vessel	1000	2	1230	LieutCom. P. Heakyns	Hongkong	
Wanderer .	gunboat	925	4	750	Captain Orford Churchill	Shanghai	
Wivern	turret-ship	2750	4	1450		In reserve	
Zephyr	gunboat	4:8	4	580	LieutCom. Chas. K. Hope	Singapore	

\* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief. For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

## Foreign Men-of-war on the China and Japan Station.

y	Name.	Flag and Rig.	Tons.	Guru.	H.P.	- Captain.	er vere at,	Amity	Brit. bge.	
•	Africa	Portuguese corvette :	• 1400			Captain Costa	Hongkong	Ang. Acrame	Ital. bqe.	
4	Aspio	French gunboat	470	4		Lieut Commander Jonquieres	Saigon		Siam. bqe.	Andrews Telephone
ì	Atalante	French frigate	3825	12		Captain Trève	Saigon		Brit. bqe. Hor	igkong
il	Comèto	French gun-vessel	483	2		LieutCommander Noirot	Haiphong	Bna Pan	Siam. bqe.	
Į.	Decres	French cruiser	861			Captain de Montesquon	Yokohams	Bus Caso	Siam, bue.	
8	Duchaffant	French cruiser	1300	6	980	Comdr. Lemeruer Moussaux	Yokohama	Caroline	Siam. 3 sc.	
		French gunboat	200	2	. 500	LieutCommander Fouet	Haiphong	C. Wattana	Siam. bqe.	
O	Jaguar La Perouse	French corvette	2300	15		Capt. Mequet	Saigon		Sism. sch.	
0	Latin	French gunboat	470	4	100	Captain Duval	Haiphong		Siam. bg,	
ц	Magon	French corvette	2400	15	100	Cantain Puech	Keelung	Elize	Ger. bqe.	
r	Manila	Spanish transport	650		_	Luis Bayo y Hernandes Pinron	Hongkong	Envoy	Siam. bqe.	
٠	Marion	U. S. corvette	1900	8	1000	Commander Merrill Miller	Canton	Falcon	Siam. bqe.	
е	Мопосасу	U. S. gunboat	1375	10	750	Commander F. J. Higginson	Canton		Siam. bg.	
e	Morgo	Russian ganpoat	400	7	80	Commander Moltsoff	Yokohama		Siam. boe.	
•	Nautilus	German gunboat	716	1	600	Commander Rötger	Hongkong	Friederich	Ger, bqe,	经外外的
	Nautilus	Austrian gunboat	570			Captain Charles Spetzler	Hongkong	Goliah	Siam. bg.	
	Omaha	U. S. corvette	2400	12		Capt. Thos. O. Selfridge	Shanghai	Hei-Cheong	Brit. bqe.	
	Ossipee	U. S. corvette	1375	7	800	Commander J. J. McGlinsey	Yokohama		Siam, boe.	
T	Opritchnik	Russian corvette	1400	8		Captain Hessen	Manila		Brit. bge.	3-3-30 (1985)
	Palos	U. S. gunboat	306	6	500	Lieut, Com. Thomas Nelson	Chemulpo		Swed, bge,	
	Pluvier	French gunboat	480			LieutCommander Poidlone	Haiphong		Siem. soh.	
• •	Primauguet	French corvette	2200	15		Captain M. Buge	Yokohama		Swed bge.	
4,	Razboinik	Russian corvette	1352	12		Captain Pouschia	Vladivostock	Rapid	Siam. boe.	
	Rio Lima	Portuguese gunboat	539	Б		Lieut. Com. Raphael d'Andrade	Horgkong	Balidore	Brit. bqe.	
	Roland	French craiser	2500	15		Captain Mayet	Shanghai	S. Hamsed	Brit. sch.	
	Saoñe	French corvette	1700	4		Commander W. Monin	Saigon	Siamese Crown		
Ì.	Seevoch	Russian cruiser	1115			Commander Suctifieff	Negasaki -	The Company of the Co	Siam. sh.	
• • • •	Sobol	Russian gunboat	400	7	80	Commander Boyle	Japan		Siam. bg.	
٠.,	Tamega	Portuguese gunboat	500	5		Captain Avila	Maceo	Young Siam	Siam, bqs.	A CONTROL OF THE CONT
	Trenton	U. S. frigate	3900	11	3900	Captain R. L. Phythian	Yokohama			
	Vipere	French gunboat	470	4		Lieut Commander Lapeyrere	Swatow	Printed and pr	ablished by Gre	A MURRAY
· .	Vladimir Monomach	Russian ironclad	<b>5756</b>	20	8000	Captain Gildebrandt	Nagasaki	Bain, at th	e China Mali Of	floe, No. 2